

WHEN THE
S. O. S. SIGNAL
is sent out by a ship in distress,
it is useless unless the message
is received by an expert wireless
operator. And so it is when
your eyes signal their distress
from weakness or strain. You
are unable to read the signs un-
less you go to an expert optician.
Get advice from
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OPHTHALMIC OPTICIAN,
35, Queen's Road Central, Hongkong.

The China Mail

ESTABLISHED 1846

July 21, 1920, Temperature 78.

Rainfall 0.47 inch.

Humidity 92.

July 21, 1919, Temperature 54.



No. 18,008

三拜禮

統一廿月七年二九一九一英

HONGKONG, WEDNESDAY, JULY 21, 1920.

日六初月六申庚次歲年九國民華中

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WINE MERCHANTS.
TEL. No. 626.

TO-DAY'S CABLES.

(Radio's Service to the China Mail)

AMRITSAR AGAIN.

LORDS DISCUSS GENERAL DYER'S CONDUCT.

LONDON, July 20.
There was a large attendance of members and Peers in the House of Lords when Lord Finlay brought up a motion deploring the conduct of General Dyer's case, as unjust to him and establishing a precedent dangerous to the preservation of order in the face of rebellion. Lord Amrithsar, contending that General Dyer was justified in firing on the crowd at Amritsar without warning, owing to the defiant attitude of the assemblage and the widespread insurrectionary movement in the neighbourhood. He declared that General Dyer was condemned without a trial on a misconception regarding a soldier's duty.

Lord Sinha, replying, feared that the dangerous feud which had arisen from events in the Punjab would not end unless both parties dropped the question. He denied that General Dyer's action saved the Punjab. Even if that were so he hoped their Lordships would not endorse the doctrine that the end justified the means. He concluded with an appeal to his fellow-countrymen to dissociate themselves from the passive resistance movement or any similar pernicious movement started by Gandhi called non-co-operation, which could only lead to disastrous results. The more reasonable sections of Indians, who were by far the largest majority, had already dissociated themselves from it.

SERIOUS RIOTING AT CORK.

ARMOURD CAR FIRES ON THE CROWD.

THREE KILLED AND SIX INJURED.

LONDON, July 19.
A serious riot occurred at Cork on Sunday night. A crowd of ex-soldiers, infuriated by the bayoneting of a comrade who had not answered the challenge, attacked the uniformed soldiers. An armoured car fired on the crowd. It is reported that three people were killed and six seriously injured. Sinn Fein volunteers rescued the isolated soldiers.

BOLSHIES ADVANCE ON ARMENIANS.

PARIS, July 19.
A message from Teheran says that following the refusal of the Armenian Government to obey the ultimatum of the Moscow Government the eleventh Bolsheviki army is advancing. It has occupied Karabagh and is continuing its march on Zangemour.

MANNIX IN NEW YORK.

"IRISH SOIL NOT BRITISH"

New York, July 19.
Archbishop Mannix, of Melbourne, accompanied by De Valera, had an enthusiastic welcome at a crowded civic reception at Madison Square Garden. The Archbishop's address was punctuated by applause, especially when referring to the suggestion that he would not be permitted to land on British soil. He said that he did not intend to land on British soil, but on the soil of the Irish Republic.

New York, July 20.
Archbishop Mannix received the freedom of the city. He declared that while America did not need Australia the latter might need America.

COUNTY CRICKET.

LONDON, July 19.
Surrey beat Leicester by ten wickets; and Warwick beat Gloucester by six wickets.

GERMAN PRINCE COMMITS SUICIDE.

BERLIN, July 18.
Prince Joachim of Prussia, the ex-Kaiser's youngest son has committed suicide at Potsdam.

PRINCE ARRIVES AT HOBART.

TREMENDOUS WELCOME BY CROWDS.

HOBART, July 19.
The Prince of Wales has arrived. He was given a tremendous welcome by a large crowd in the gaily decorated streets.

THE AMERICA CUP.

New York, July 19.
After conference with his advisers Sir Thomas Lipton has decided to supersede Captain Burton, the "Shamrock's" skipper. It is expected that Captain Nicholson or Colonel Neill, the yachting expert, will replace Capt. Burton.

SANDYHOOK, July 19.
It has now been settled that Captain Burton will again sail the "Shamrock" for the next race.

THE RUSSIAN OPERATIONS.

WHAT THE BRITISH PUBLIC WILL HAVE TO PAY.

LONDON, July 19.
It is officially stated that the expenditure on the Russian operations from November 11, 1918, to March 31, 1920 was £55,973,000 whereas £31,244,000 was on the British forces and £24,525,000 for assistance to Russians.

PACIFYING ASIA MINOR.

LONDON, July 20.
The Daily Telegraph understands that Ramsay is anxious to participate in the task of pacifying Asia Minor, and is ready to place a considerable force at the disposal of the Anglo-Greek command in the Levant.

THE DOLLAR.

Today's closing rate 3/82
Today's opening rate 3/82

EARLIER TELEGRAMS.

(Radio's Service to the China Mail.)
SINN FEIN OUTRAGE.

LONDON, July 18th.
The Munster Police Commissioner, Colonel Smyth, has been assassinated in the County Club at Cork. Fourteen armed men forced their way into the club and fired on the Commissioner, who felliddled with bullets and died almost immediately.
There is unusual military activity in Cork, and some arrests have been made. An ex-soldier who became friendly with the military has been killed.
A detachment of 150 men at night walked into the Club. Some guarded the door and others proceeded to the smoking room, where Colonel Smyth, who was a Victoria Cross holder, was talking to two other gentlemen. The raiders fired several shots. Colonel Smyth, who rose, staggered, and tried to run again, was shot and fell dead. The County Inspector, Mr. Craig, was wounded in the leg. The raiders then disappeared.
Colonel Smyth's name was prominently mentioned in the House of Commons last week owing to the speech which he was alleged to have made to the police at Lissowel (1. Listowel), ordering the men not to be afraid to shoot effectively. He had just returned from London where he had given the Irish Office an explanation of the affair.

FIGHTING IN MESOPOTAMIA.

ALLAHABAD, July 17th.
A message from Bagdad states that operations on the Lower Euphrates are continuing. A brigade, under Brigadier General Cunningham, has been concentrated in the Diwairah area and communication has been restored between Basrah and Samawa by means of armoured trains which co-operated with the defence vessels and troops at Samawa. The defence vessels recently sharply engaged the Arabs. There is considerable efferescence in the Shatrah district, but elsewhere all is quiet.

FARM LABOURER'S FORTUNE.

NEW YORK, July 18th.
The hamlet of Boylston in Massachusetts has experienced a great sensation by the discovery that a local farm labourer David Cant is one of the heirs to a million dollar estate in Dundee for whom lawyers have searched for years.
Cant is leaving Boylston to claim his inheritance.

GOVERNOR COX.

WASHINGTON, July 18th.
After conferring an hour with Governor Cox the Democratic candidate for the Presidency, President Wilson stated that he had found that they were absolutely in accord regarding the League of Nations. Mr. Cox will have the support absolutely of the united party in championship of the honour of the United States and to secure the peace of the world.
After the conference with President Wilson, Governor Cox declared that, if elected, he will endeavour with all his strength to give what President Wilson promised to those sacrificed in the war. He and President Wilson agreed in regard to the meaning and sufficiency of the Democratic platform and the duty of the Democratic Party in the face of the threatened bad faith to the world in the name of America.

OLYMPIC GAMES.

BOSTON, July 19th.
Over a hundred leading athletes, mostly College "stars," have been finally chosen to represent the United States in the Olympic Games at Antwerp, including Meredith the winner of the 800-metre race run at Stockholm in 1912.

END OF THE WAR.

LONDON, July 18th.
An Order in Council states, in order to remove misapprehension, that the date of the termination of war with Germany was January 10th last, but the termination of the war as a whole will be when the last of the peace treaties is signed and ratified.

SUICIDE OF GERMAN PRINCE.

BERLIN, July 18th.
Prince Joachim who was suffering from great mental depression has shot himself.

INTERNATIONAL MERCHANTILE MARINE.

NEW YORK, July 18th.
The gross earnings of the international merchantile marine last year was \$67,500,000, as compared with \$34,500,000 in 1918. The profits in 1919 were \$17,625,000, as compared with \$13,000,000 in the year previous. The surplus was \$30,125,000.

JAPANESE PROPOSE TO OCCUPY RAILWAY.

PEKING, July 17.
Fighting has occurred at Kwanhsun. The wounded are arriving in Peking. The city is quiet, but telegraphic and railway communication with Tientsin is interrupted. Mediators despatched to reconcile the opponents have returned, having proved unsuccessful in their efforts to mediate. It is reported from Tientsin that the Japanese were anxious to occupy the railway to prevent the transport of troops, but the other commanders failed to agree.

MALEY RESULT.

LONDON, July 19.
Lieut. F. D. Evans, Malay Scout, won the N. E. A. Badge and £2 in the King's Prize competition at Bala.

BUSINESS NOTICES



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B. V. D.

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NAINSOOK CUT FULL AND FREE
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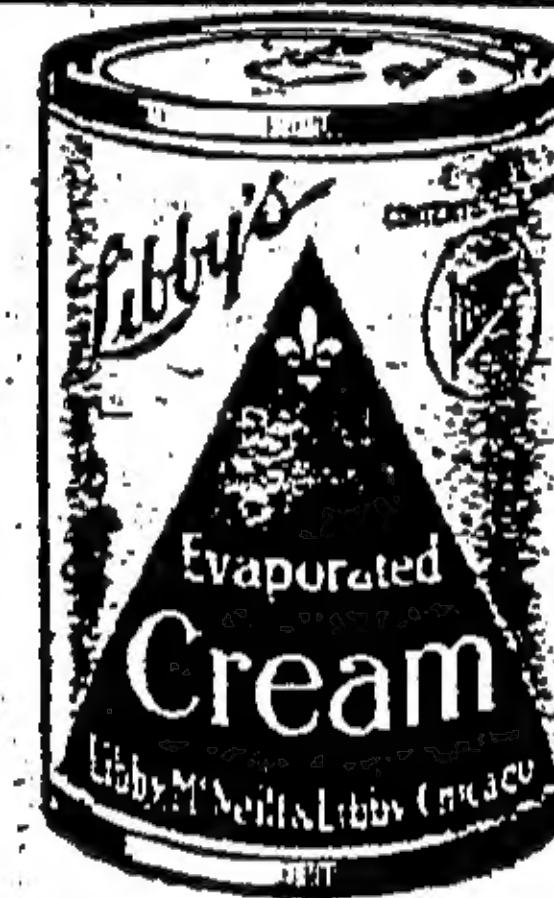
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CHAIR MANUFACTURER.

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(three doors from Post Office.)

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MANHATTAN
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COOKTAIL
CALDBECK, MACGREGOR & CO., LD.
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31, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES,
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SAFES"Prevention is better
than Cure."The Undersigned have just
received a new consignment of
Milner's Safes.LAMMERT BROS.,
Duddell Street.

INTIMATIONS

NOTICE

THE interest and responsibility of
Mr. HERBERT WILLIAM
LOOKER, in our Firm ceased on the
30th June 1920.DEACON, LOOKER,
DEACON & HARSTON.
Hongkong, July 1, 1920.

NOTICE.

WE have THIS DAY removed our
Office to the top floor of Nos.
250 & 252, Des Voeux Road, Central.
(Messrs. KWONG SANG HONG'S MAIN
PREMISES).MOW FUNG & Co., Ltd.
Hongkong, July 19, 1920.

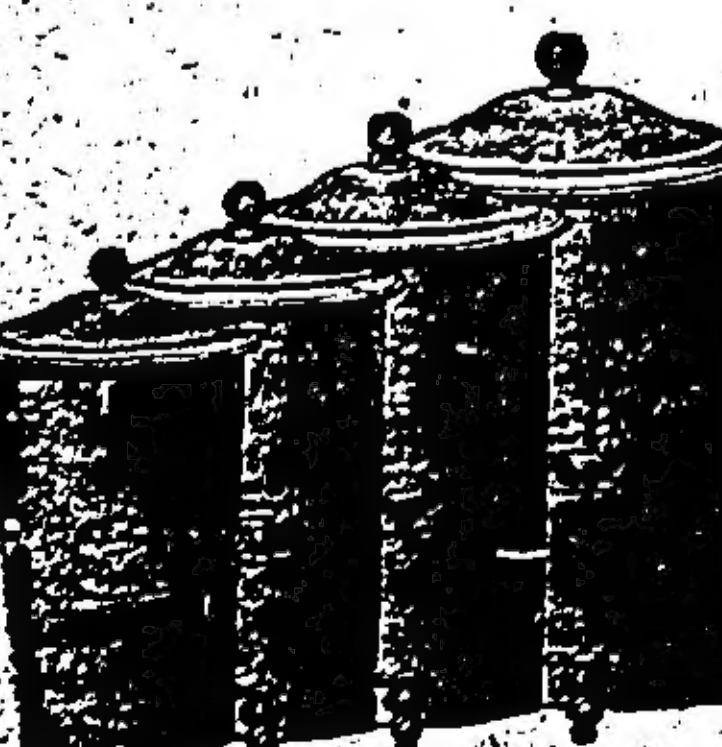
NOTICE.

NOTICE IS HEREBY GIVEN that
our Salesman KWOK TAI
CHUN is no longer connected with
our firm from to-day. Henceforth
all business dealings will be attended
to by our Manager, Mr. CHAN SHU
KAI dated 17th day of July, 1920.
KIEM THIANG HAN (許昌韓)
Sugar and General Merchants
126, Wing Lok Street, West,
Hongkong.

THE DRAGON MOTOR CAR CO.

WE have installed an additional
TELEPHONE and clients can
now ring up No. 482 or 3552.SAVARESS'S
SANTAL
CAPSULESPHYSICIANS RECOMMEND THEM
Of All Chemists. Made in London.THE CLEANING OF
SUMMER FROCKSis an important matter and
we make a speciality of
"refinishing" light Frocks
and Costumes so that they
keep clean longer than
when treated by ordinary
methods.Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable. Write for Price
List and See!The Diamond Dyeing and
Drying Company.Agent
CASSUM AHMED.
Draper.
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28, Nathan Road, Kowloon.
Phone 1492.Just arrived
a large assortment of
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Established 1900.

INTIMATIONS.

HOW TO AVOID INFANTILE
AILMENTS.When there are diseases prevalent in
the season, it is the most dangerous to
Infants and so Great Care must be
taken in feeding them with proper
food otherwise they would give their
Mothers a lot of trouble. To avoid
the trouble is to feed them with LAC-
TOGEN which resembles human milk.
It is easily digested and promotes
healthy appetite. It keeps the Infants
thriving and free from all Infantile
Ailments.**SHIU FUNG TAI & CO.,**
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**WAR and ARMISTICE
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also
CATALOGUES and ALBUMS
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Every kind of Footwear
**MADE
TO
ORDER****OHERRY & CO.,**
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Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.THE NEW FRENCH REMEDY.
**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

ASAHI BEER

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MITSU BUNSEN KAISEI

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"CAPSTAN"
TOBACCO
AND
CIGARETTES**

ALSO
**"CAPSTAN"
Mixture**

W.D & H.O. WILLS
Bristol and London.

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

THE HOME RULE
FOOLERY.Sir Edward Carson the other day
solemnly rebuked the Liberal and
Labour members who were absenting
themselves from the discussion of the
Home Rule Bill in Committee. It
really does not lie in Sir Edward
Carson's mouth to rebuke anybody
for anything arising out of the present
Irish situation. He, before every one
else, is responsible for that situation
and all its consequences. To him,
before every one else, it is due that
the Home Rule Bill has not the remotest
chance of acceptance by the people
to whom it is offered as a
concession of their requirements.
The only person to whom the Bill is
a concession is Sir Edward Carson,
and even he evinces little gratitude for
it. To ask Parliament to pass a
measure of this nature in the present
circumstances is asking it to join with
the Government in playing the fool.
If all who do not feel attached to the
Government in one way or another
decline such an invitation, they are
not only within their rights, but with-
in their duty. Sir Edward Carson
professes to consider that the founda-
tions of Parliamentary government are
sapped by such contumacy. It seems
to me that the interests of
Parliamentary government are better
served by discountenancing the partici-
pation of Parliament in an unseem-
ly farce.If anybody feels any doubt about
this I would refer him to the words
of the First Lord of the Admiralty,
who, to keep up the spirit of the per-
formance, has been happily selected
to take charge of the Bill. "If," said
Mr. Long, "the only use made of
this Bill be to set up a Republic, or a
Government which is unworthy of the
name of Government, and which uses
its power merely for tyranny, then
this Bill will be suspended." No one
can reasonably expect that any other
use will be made of the Bill than to
set up a Republic, since the greater
part of Ireland which is assigned in
the Bill to the Southern Parliament
has already elected all its members
for that purpose. The electors are
not likely to stultify themselves by
revoking their mandate as soon as the
opportunity is presented of carrying
it into effect. In pointing this out a
few weeks ago in *Truth*, I asked whether
in the event of an Irish Govern-
ment declaring itself an independent
Republic the present Government
proposed to acquiesce or to suppress
it by force. Mr. Long now tells us
that in the event of the Southern
Parliament doing the only thing it is
likely to do the British Government
would suspend the Home Rule Act—
in other words, restore the present
pleasing situation. In the name
of common sense, what is the use of
passing an elaborate Bill with this
prospect before it? How can mem-
bers of Parliament with any respect
for themselves or for the dignity of
their House submit to such an insult

HARBIN BOMB OUTRAGE.

WALTHY RUSSIAN
ATTACKED.Another bomb outrage is reported
from Harbin. On June 29 at
noon Mr. Katchenelson, a rich
Russian, was reading a book in the
study of his room in the new city,
when three ruffians threw two bombs
at him from outside. The window
through which the bombs were
thrown as well as the furniture and
utensils in the room were wrecked
while the Russian received severe
injuries. The culprits fled in a
motor car. Chinese policemen fired
after the retreating car, but the shots
did not take effect. The incident
has given rise to another crop of wild
rumours and the citizens are pan-
stricken. The city is now placed
under strict police guard.to their intelligence and such a
frivolous waste of public time and
labour?While this burlesque of Parli-
amentary government is proceeding
at Westminster every day brings its
news of the progress of the war
between the Government and the
people who are expected to oblige
the Government by voting the Bill
on the lines laid down for them. In
the guerrilla operations which they
have adopted the rebels appear to
have very much the best of it. They
seem to take an Irish kind of pleasure
in demonstrating the futility of the
apparatus of repression, as in their
raid for arms in the very law courts
of Dublin. The reply of the Govern-
ment is to mobilise additional battal-
ions of soldiers and make alarm-
ing demonstrations with battleships
and destroyers. What end do our
own rulers, in their wisdom and de-
termination, expect to arrive at by
this road? Do they expect that the
enemy will get tired and shut up? Is
it supposed that the display of force
will tend to rally the loyal minority
against the terrorists? Does
anybody think that any
such results, if achieved, can last a
day longer than the display of force
which achieves them? The answer
may be "yes" to all these questions,
but all past experience proves it to
be wrong. It may be possible to
convert the rebellious section of Irish-
men from the error of their ways to
the extent of inducing them to be-
come an autonomous unit of the
British Empire. But there is no hope
of even that much along the lines
which our Government is at present
following, and the longer these lines
are followed the more difficult it will
become to get on to any others.—
Truth.Two new Launches are being built
for the "WALLA-WALLA"
Moat. Phone No. 2512.

A NORTHCLIFFE STORY.

CECIL RHODES AND HIS BATH.

Mr. Isaac F. Marcosson, the
American journalist who is said to
have interviewed everybody of im-
portance in Europe except Mr.
Asquith, in his book, "Adventures in
Interviewing," relates (authentically
or otherwise) how Lord Northcliffe
once secured an interview with Cecil
Rhodes. "He went to the hotel
where Rhodes lived, and made his
way to his apartments. Quite by
accident he wandered into the
financier's bathroom. A strange
sight met his gaze. Rhodes sat in
his morning tub, vainly trying to
wash his back. Quick as a flash the
interviewer said—"You're wasting a
lot of energy. I have a brush with
a long handle that is the best back-
washer in the world." Rhodes was
interested in this suggestion, and it
opened the way to conversation.
The net result was that these two
dominating personalities became
intimate friends."

NEGRO PARSON'S PRAYER.

Members of Congress delight to
embellish their speeches with
anecdotes. A Democrat was attack-
ing the Republicans for their extrava-
gance, and feared they were beyond
the hope of redemption, although
the prayers of one of his constituents
a negro parson, might have some
effect. A celebrated revivalist came
to address his flock, and before he
began to speak the pastor said:
"Brother Jones, before you begin
this discourse, there are some power-
ful bad negroes in this here
congregation, and I want to pray
for you," which he did in this
fashion: "O Lord, give Brother
Jones the eye of the eagle, that he
may see sin from afar. Glue his
ear to the gospel telephone, and
connect him with the central sick-
er. Illuminate his brow with a bright-
ness that will make the fires of hell
look like a tallow candle. Nail his
hands to the gospel plough, and
blow his head in some lonesome
valley where prayer is much wanted
to be said, and anoint him all over
with the kerosene oil of Thy salvation
and set him afire."

TRY ONE AFTER DINNER.

If you are troubled with flatulence,
a sense of over-taxed bowels, after
eating, just take one Pinkettes after the
principal meal daily for a few days and
see how efficiently they remedy this
condition.
Pinkettes are a specific for constipation,
disordered liver, biliousness, sick head-
aches, coated tongue, foul breath,
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tiny but thorough, act as gently as
nature. Obtainable from medicine
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bottle from Dr. Williams' Medicine Co.,
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High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,
EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
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walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
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Cigarettes**TANG YUK, Druggist,**
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G. MOUNIER.

14, MORRISON ROAD.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce, Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Office used
Bentley's
A. B. C. 4th & 5th Editions.
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Telegraphic Address
"HUGHES" HONGKONG.

-PUBLIC AUCTIONS-

INTIMATIONS.

THE HONGKONG CENTRAL
ESTATE, LIMITED.

AN INTERIM DIVIDEND of Four Dollars per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
The General Managers.
Hongkong, July 13, 1920.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Three Dollars and Fifty cents per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, July 13, 1920.

THE WEST POINT BUILDING CO., LTD.

AN INTERIM DIVIDEND of One Dollar and seventy five cents per share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
The Hong Kong Land Investment & Agency Co., Ltd.
General Agents for
The West Point Building Co., Ltd.
Hongkong, July 13, 1920.

HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, July 17, 1920.

MARTIN'S
APIOL-STEEL
PILLS
A French Remedy for all Urinary Affections. It is the best in the world for the treatment of all cases of Gleet, Catarrh, Stricture, etc. It is a powerful diuretic and antiseptic. It is a French Remedy for all Urinary Affections. It is the best in the world for the treatment of all cases of Gleet, Catarrh, Stricture, etc. It is a powerful diuretic and antiseptic.

NESTLÉ'S
MILK
CHOCOLATE

WANT
ADVERTISEMENTS
25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

WANTED.
EUROPEAN ENGINEER, highly qualified (Diploma of Riga Polytechnicum), with practical experience of Machine Building, Railway Engineering, Shipbuilding, and Electrical Engineering. Export Draughtsman, speaking four languages, first class references, seeks suitable position. Address offers to "B. J." care of this Paper.

FOR SALE.
FOR SALE.—No. 1 Stewart Terrace, 87, The Peak. Apply to: Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

TO LET OR FOR SALE.
GLENSHIEL No. 141, The Peak, near Barker Road Tram Station. Apply to Linstead and Davis, Alexandra Buildings.

Peels Off Corns Between Toes

The Great Corn Loosener of the Age. Never Fails. Painless.

A corn is a small, sore, and swollen spot on the skin between the toes. It is caused by the friction of the shoe and the pressure of the foot. It is a painful and annoying condition, but it can be easily cured by using the Great Corn Loosener of the Age.

It is a simple and easy way to use it. You can try it on a small corn first, and if it works, you can use it on all your corns. It is a sure cure for all corns, and it is a very pleasant surprise.

It is a simple and easy way to use it. You can try it on a small corn first, and if it works, you can use it on all your corns. It is a sure cure for all corns, and it is a very pleasant surprise.

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FOOD BOLTERS.

The natural state of man is eucrasia, or the perfect working of all the bodily functions. This condition is rare among civilized people. Thoroughly normal digestion is practically impossible for a great mass of the population.

Most ailments arise from, or are associated with, imperfect digestion and assimilation of food. Dyspepsia is the primary source of much human misery, discomfort, and inefficiency. No sufferer from derangements of the digestive system is an optimist, and a self-poisoned body influences the brain and moral conduct.

Irritability, irascibility, gloominess, lethargy of the mind, and hopeless pessimism are the common handicaps of the dyspeptic. For centuries physicians have attempted to diminish this common malady, and enormous fortunes have been made by the inventors of popular remedies.

Indigestion is probably quite unknown among wild animals. It occurs among animals domesticated by man and no longer dependent entirely upon unerring instinct in the selection of food.

One of the phenomena of civilization in mankind is the impairment of primitive instinct. A civilized child has no true instinctive discrimination in the choice of food. Unless checked and instructed, a young child will eat the most injurious substances.

A dyspeptic tendency is frequently induced in infancy by the improper quantity and quality of the diet. In childhood the common habit of "bolting" all kinds of food is usually left uncorrected. Nine persons out of ten are "bolters."

It has been reckoned that the average time allowed by busy people for the actual eating of an ordinary dinner is fifteen minutes. Neglect of proper mastication through the bad practice of hasty feeding is one of the commonest causes of indigestion.

Another factor of this disorder is neglect of the teeth in early and adult life. A third cause is the widespread ignorance of the barest rudiments of the physiology of digestion and a complete disregard of the first principles of the science of diet.

Dyspepsia of long standing is not curable by means of drugs. Some of the common medicines contain sedatives that tempo-ri-ly relieve the true source of the ailment—untouched, over-eating and over-drinking, injudicious feeding, lack of rest, exercise and fresh air, defective teeth, and hurried meals are the causes and instigators of chronic indigestion.

People of the dyspeptic type assure the doctor that they cannot digest this or that food. They forget that the stomach, like every organ of the body, is capable of cultivation. Naturally, a large piece of cheese eaten after a good dinner will cause indigestion in many people. But if cheese is eaten as a staple part of the meal and in moderate amount, beginning with a small quantity, even the dyspeptic stomach may be trained to digest it.—Daily Mail.

TRAVEL DE LUXE.

COMFORT AND CARDS ON FUTURE FLYERS.

The aerial liners of the future will be models of comfort, speed and safety, according to Air Commodore Maitland, of R34 fame, who addressed the Royal Society of Arts on "The Commercial Future of Airships" recently.

Describing the accommodation which will be provided in the very near future the lecturer, who is the head of the airship section of the R.A.F., said passengers would sit facing each other with a table between them. They could arrange the tables and chairs for bridge as they felt inclined. Sleepers would be provided in the shape of bunks which fold down. "My experience up to date," said Air Commodore Maitland, "is that one sleeps uncommonly soundly in an airship. The whole of the passenger car will be heated by steam generated from the engine. It will not be necessary to restrict smoking any more than in a railway carriage.

155 PASSENGERS.

"A kitchen with at least as good accommodation as any railway restaurant car will be provided. The absence of vibration and noise and the almost complete absence of sea sickness are important considerations."

It is not generally realized that by fitting a different cabin the R34, the hero of the Atlantic flight, is capable of carrying 37 passengers, in addition to crew and petrol and a certain quantity of baggage and mails for a non-stop flight of 2,000 miles, while the R38, which has been sold to America, can carry 105 passengers in comfort on the same conditions.

The R.X., a giant airship now under consideration, having a length of 740 ft. and a capacity of 4,000,000 cu. ft. will be able to carry 155 passengers for a 2,000 mile voyage, or 70 passengers for 3,000 miles, at an average speed of 60 m.p.h.

COST COMPARATIVELY SMALL.
The cost of this, comparatively speaking, extremely small. Captain Ackland recently stated that aeroplanes can be reasonably operated at the rate of 10s. 6d. per ton mile. An airship of the R38 type can be operated at a cost of only 2s. 6d. per ton mile, including depreciation, station charges, wages, running costs, etc. This means that the airship can compete with rail and steamship companies on the same fare basis while the airship can give a higher speed average and additional comfort.

Air Commodore Maitland took the voyage to Egypt as an example. At present mails or passengers cannot do the journey under at least six days. The R38 would do the same journey in two days without a stop. First class passenger fare by rail and sea ranges from £45 to £50. By air passengers could be carried for £50, this fare giving a profit of 15 per cent. Similarly the journey to India could be done with one stop, and the time reduced from 14 to 4½ days; the voyage to South Africa, with two stops, in six days instead of 19; and the voyage to Australia in 10 days, with three stops, instead of 25.

NEW FOKKER AEROPLANE.

WINGS TWO FEET THICK.

The latest aeroplane designed by Mr. Fokker, the famous Dutch builder, has been exhibited at the Schiphol Aerodrome, Amsterdam. Its inventor believes that it will revolutionise aeroplane construction, and greatly reduce both purchase price and costs of flying.

An outstanding feature of the new aeroplane is that it has no connecting wires or cables. The wings are supported by longitudinal "sleepers," which give them the necessary strength. They are consequently very thick—as much as 2ft. in the centre—and they are further strengthened by the use of triple wood instead of the customary aeroplane fabric.

The machine is fitted with a single motor of 185 h.p., constructed by the Bavarian Motor Works, of Munich, but it is claimed that this is sufficient to give it a speed of 170 kilometres (105 miles) an hour.

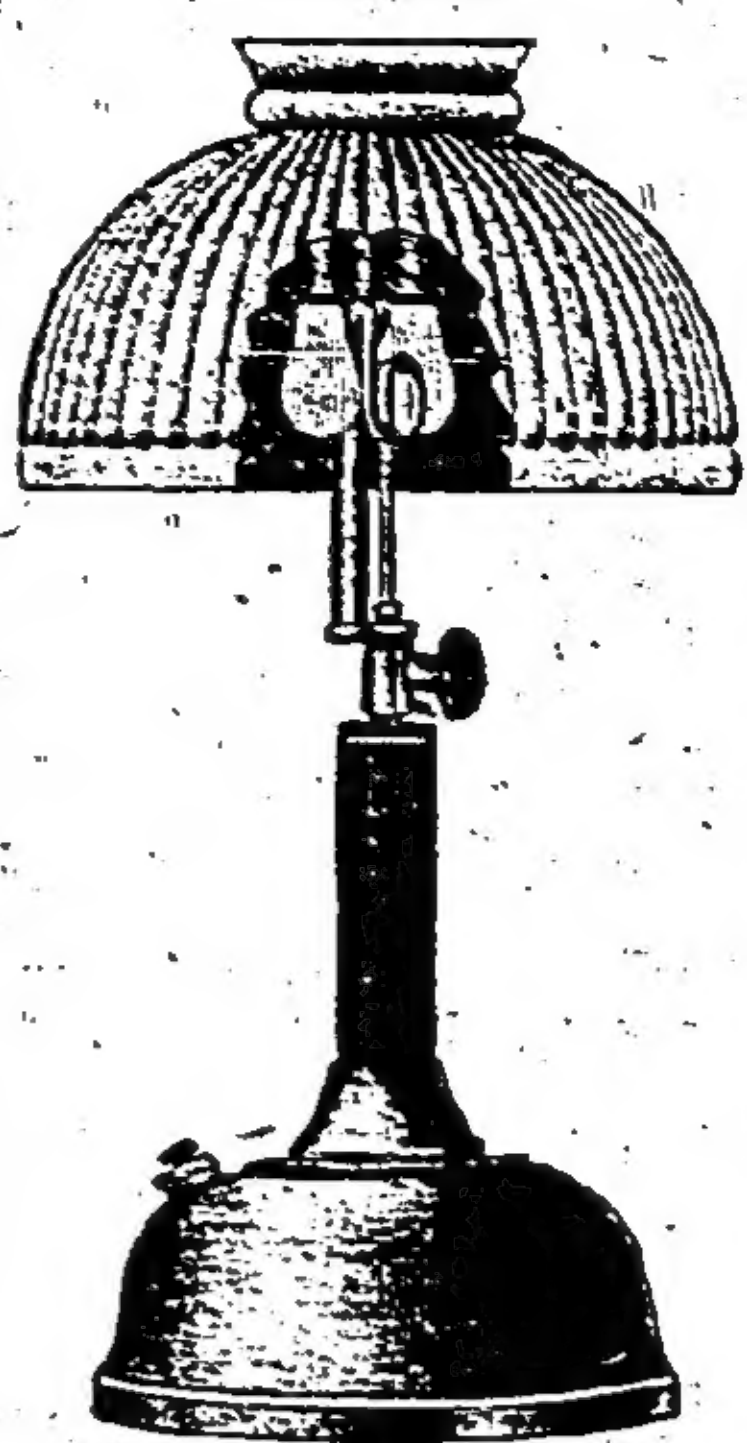
The use of only one motor, of course, means a reduction in petrol consumption, weight, and cost of construction. The weight of the aeroplane is 1 ton 2 cwt. unloaded, and another three-quarters of a ton with a full load. There is a cabin with accommodation for four passengers, and in front of it are seats for the pilot and his assistant.

DON'T NEGLECT YOUR FAMILY.

When you fail to provide your family with a bottle of Chamberlain's Colic and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

ARCO-LITE

BURNS
55% Air 5% Gasoline
or Kerosene



Sole Agents:
TANG LEE & CO.,
Paper Merchants.
SPOT STOCKS & WARE ON HAND.
68 Compaugh Road, Central.
Telephone No. 1570.

OUR ADVICE WANTED.

BRITAIN THE CONSULTING-ROOM FOR THE WORLD.

Britain is the consulting-room of the world. Not only are delegates here from many countries seeking information on the housing problem, but numerous international cases are being brought to London for diagnosis and cure.

Representatives of Japanese firms are in Britain seeking a solution for the problems of raising wages and the increased cost of living. France, Belgium, Italy, Austria, and even Germany, desires lessons in reconstruction, and they are taking them in London. The United States, which a year ago threatened to dominate the world's markets by the weight of financial advantage, is not only willing but also eager to gain commercial information from this country.

And London stands alone as the greatest of the world's pleasure cities. Film producers are fighting for sites; musical and operatic stars more than ever regard London as the Mecca of their art.

SOURCES OF NEW WORDS.

New words are derived from all sorts of sources. To bluff, for example, which began life as a necessary technical term in poker, spread into general use in the United States, crossed the English channel and forced itself into French and Italian and German. Perhaps to pass the buck, having a similar origin, will in time attain to a similar world-wide acceptance. To spoof, a Britishism originating in the sporting circles of London, bids fair to be adopted in New York, although its attractiveness is as slight as its utility. Equally unnecessary is forelady, which is intended to be a more elegant appellation for a forewoman and which seems to presage a companion foregentleman—or would it be foregent? In another new word which we owe also to the busy marts of trade we can note again the ability of our language to supply itself easily with a term needed for immediate use. We have long been familiar with salesman and saleswoman—even, alas, with saleslady, and the latest member of the family to whom we have been introduced is salesperson, a name intended to apply to an employ of either sex.

These verbal novelties we have made out of our stock, so to speak; and at the same time we have kept on taking over terms from other tongues, in accord with our ancient custom, as a result of which the words of foreign origin in our everyday speech (so a historian of our language has asserted) "far outnumber those of old English origin." And upon these alien vocabularies we have worked our will in our own fashion. We have taken two Latin words, per centum, cut the second to get per cent, and then melted them together with an English termination to give us percentage. We have taken risqué and made it risky, and we are in the process of taking brusque and making it bruski; and this is as it should be, since a foreign word which keeps its foreign pronunciation or its foreign spelling is always a menace to the purity of English. The alien words we admit to citizenship in our language, ought always to renounce their foreign allegiance. A term from another tongue is more easily made to feel itself at home in our vocabulary when its spelling does not call attention to its original outlandishness. So it was that calcaria and autumn, as names for special kinds of restaurant, slipped into general use without exciting general notice.

NOTICES.

PRIVATE CAR OWNERS!

WE CAN GARAGE YOUR CARS FOR \$20 PER MONTH.

EXPERT CHAUFFEURS SUPPLIED AT SHORT NOTICE.

ALL KINDS OF REPAIRS UNDERTAKEN.

PETROL, OILS, GREASES, TYRES, ETC. ALWAYS IN STOCK.

UP-TO-DATE SCHOOL OF MOTORING FOR TRAINING PROFESSIONAL DRIVERS.

FOR TERMS APPLY:

THE HONGKONG MOTOR CO.

141, PRATA EAST. TELEPHONE 1036.

SWATOW DRAWN THREAD WORK.

CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,

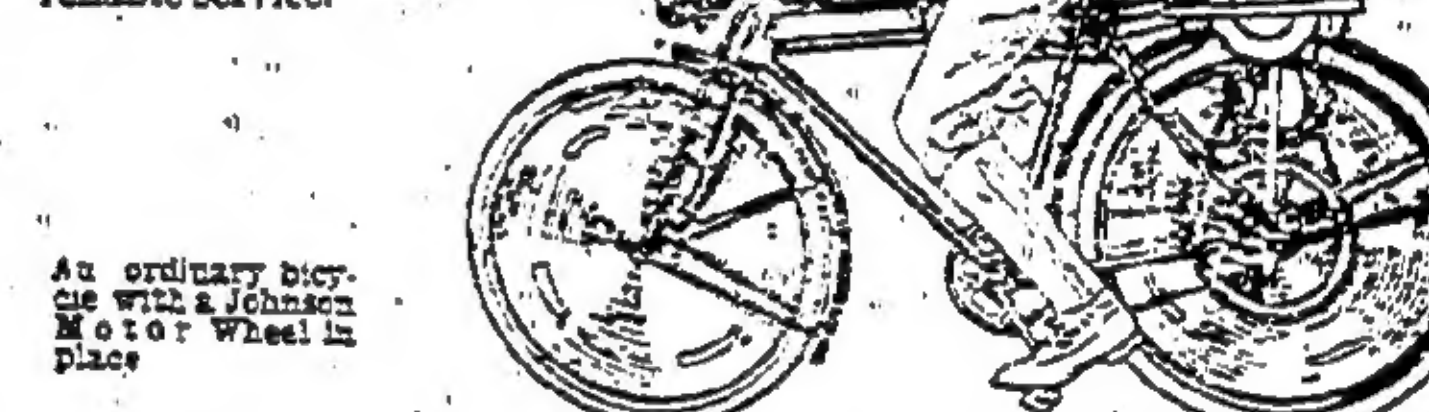
54, QUEEN'S ROAD CENTRAL.

P. O. Box 364. CABLE ADDRESS TSANG.

Bicycle Riders

Now you can coast up hill.

The Johnson Motor Wheel makes any bicycle into a two cylinder motor-cycle in 30 minutes. Strong enough for any man, light enough for women and children. Speed 6 to 35 miles an hour. 150 miles on a gallon of gasoline. Magneto and electric light generator. Built of the best materials to give thousands of miles of reliable service.



As an ordinary bicycle with a Johnson Motor Wheel in place.
Come in and let us designate this wonderful motor.
UNION ENGINEERING CO., LTD</

WATSON'S

Pyeris

Sparkling Mineral Water

Is of great organic purity. Chemically its composition is identical with one of the best known natural springs in Europe.

AN IDEAL TABLE WATER BLENDS
EXCELLENTLY WITH WHISKY.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TEL. 436.

Wm. **Powell** Ltd.
TELEPHONE 346

JUST RECEIVED.

ATTRACTIVE MODEL HATS and
SEMI TRIMMED STRAWS.

DAINTY VOILE
DRESSES.

LATEST STYLES
AND
EFFECTS.

BIRTH.

SOUTHERTON.—At the French Hospital, on the 18th instant, to Mr. and Mrs. Southern of Nanning, a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, JULY 21, 1920.

CHANNEL TUNNEL.

Great Britain in 1924, four years hence, will no longer be an island. The Channel Tunnel is expected to be open by then. Final agreement to begin work on it has been reached. The contractors are making ready. It was first proposed in Napoleon's time by a French engineer named Mathieu, but nothing was done. The idea was revived by a Belgian, de Camille, many years later, and societies to encourage the scheme were organized on both sides. The Franco-Prussian war came along and put an end to the project. The Great War has apparently made possible what that war prevented, for there has been much less argument about it this time than there used to be. When in 1875 the French Tunnel Society revived the scheme, and erected the still surviving factory at Sangatte, south of Calais, besides taking innumerable soundings in order to select the best route, a tremendous hubbub arose. The preliminary digging on both sides of the Channel awakened the sluggish imagination of the "Battle of Dorking" and "Englishman's Home" type went round. Dover was invaded by "disguised soldiers," and the outcry against the enterprise turned the Parliamentary Committee against it. Once more, circa 1906, the matter was mooted again, and the old arguments against it still had sufficient force and following to thwart it. Flying machines and submarines have made a difference. During the recent great war, many a man previously opposed to the tunnel idea wished the tunnel in existence. Beyond a number of negotiations naturally necessary for such a big work, there has been very little discussion, and the final stage of arrangements has been reached almost without the people knowing about it. Sir Francis Fox and M. Barmineux having got the signal "all clear,"

have published their plans. The tunnel will consist of two cylinders 32 miles long, at a depth of 50 feet. Electricity will furnish the power, ventilation, etc. As a sop to the timid, military guards are to be provided.

ADVERSARIA.

It appears that any KINEMA film which CENSORATE fails to hit the taste of the Hongkong censor is forbidden to be sent to Canton. This has happened to American-made pictures specially passed in San Francisco for use in China, and we quite expect that when the American Consul gets back to his office he will have something to say about it. If His Excellency the Governor wishes to be spared considerable correspondence relating to a delicate international issue, he had better summon his police cadets to the presence and warn them against taking too much upon themselves. They are misapprehending their "powers and duties in this connection."

A whole bottle of DORSEY. Burgundy for dinner. If the brain could have its own stenographer, what a story could be written down. A chapter for each glass. Glass one—the mellow, harvest taste. Pictures of France. Gayety. Comradeship. Glass two—Exhilaration. Sprightly wit. Feeling of mental power. But the stenographer is not there, or he too is affected by the potent wine. Count is lost. It is a big bottle. There would have to be a final chapter covering the recovery. Remorse. Gloom. "The worm, the darkness, and the tomb." One does not, naturally, blame the host's wine. Let us confess that the preliminary cocktail and the culminating cognac may have contributed to the uncomfortable effects. And let us resolve, if only for the sake of adversaria lovers, to be content with three glasses next time. Or four at most. A whole bottle was a mistake.

One does not realize a little what Fitzgerald did for Omar Khayyam until he reads a real translation, carefully literal, like that of E. V. Rieu. With its bald and limping verse and endless repetitions of inconsiderable sentences. Even as the artist takes a little cold rum and makes a beautiful picture of it, so Fitzgerald took a little language, with an uncertain philosophy, and condensed it into a crystalline poem shot with colour.

There is no need to criticise Johnson Pasha as a poet, so we refrain from offering examples of his laudable lines. He gives 762 quatrains! Here is a sentiment ignored by Fitzgerald:

Woe worth the heart that
lonely cannot dwell;
Shame bears him company in
earth and hell.
Free hearts and fearless tread
the path alone,
Nor need the woes of life to
others tell.

An excellent exercise for those who regard this form of verse as easy might be to render in it the book of Ecclesiastes, getting all the vital spirit of it in as Fitzgerald did the essence of Omar.

A gentleman named "AMATEUR" "Brass," writing in *ECONOMICS*, *The Times* of May 21, has hit upon an ingenious illustration to explain the high cost of living. Like most of these amateur economists, he barks back to a simpler state of Society, and asks us to regard the pound sterling as a spear. Let us imagine ourselves in the old days of barter, he says, overlooking the sufficiently obvious fact that we are. The savage made a spear and exchanged it for a measure of corn. A savage war broke out, and many spears were manufactured, while less corn was grown. When that war was over, the savage came to buy corn, tendering spears in payment. He is informed that very little corn has been grown during the war period, but thousands of millions of weapons have been made. As a result of this he has to give quite a number of spears for the same amount of corn for which he gave only one weapon in pre-war days. The analogy is almost as perfect as an analogy can be, except that he omits to note that a vast number of imitation spears (of brass) have been made. Mr. Brass goes on to moralize that "if the working man would only realize it, his best plan is to try to increase the value of the pound (of the spear) by hard work and increased production." To cheapen his own product, in effect. That is the worst of these amateur thinkers. They get so far like a monkey toward speech and then mental fatigue overcomes them, and they desist. Optimism is beyond their power. Let us assist Mr. Brass by showing him how his own advice applies to his own savage grower of corn. He grows corn to eat. His corn always has permanent value, since all men must eat, in peace or war. Spears, especially imitation spears, are little desired in peace time. The savage corn grower does not want them. Why should he work harder to produce more corn than he wants, for the benefit of the man buying about with a bundle of spears? Let the latter eat his spears, or till the ground with them and grow his own corn. If the working man (corn-growing savage) would only realize it, his best plan is to take life easily, growing just enough corn for himself, and to tell the spear-carrying loafer to go to work and increase production. But that would be Bolshevism. Incidentally, note Mr. Brass's unconscious admission that the only real wealth is productive labour. Note also that the man with the spears cannot slaver without killing the goose that lays the golden eggs, and either starving or going to work as a producer. The simple savage who grows the corn was always a bit of a sucker, and they bamboozled him by cunningly using his help, of course, by chiefly authority (the chief having a use for spearmen) and by the "medicine men" or "joss men" of the tribe. But it would require a whole book to explain those lines; and it would be a Bolshevik book.

STEAMERS COLLIDE.

HONGKONG VESSEL CONCERNED.

JARDINE BOAT SLIGHTLY DAMAGED.

The Dutch steamer "San Foo Soon," which left Singapore on July 9 for Penang, returned the following morning, reporting that at about 8 p.m. the previous day she came into collision off the Horsburgh Light-house, situated at the entrance to the Singapore Straits, with the Jardine steamer "Chak Sang," which was coming from Hongkong bound to Calcutta via Singapore and which arrived in Singapore herself on July 10. According to the report of the captain of the "San Foo Soon," which is a vessel of 230 tons, she was struck on the port side. As a result of the collision the "San Foo Soon" had two of her life boats smashed as well as her davits, awnings, canchions and upper deck railing. Till a survey is made it is not known what other damage the vessel has sustained. The "Chak Sang," which is a vessel of over 1,000 tons, has, it is believed, practically sustained no damage of a serious nature.

SPECIAL CABLE.

FLYING TO AUSTRALIA.

THUNDERSTORM ENCOUNTERED.

AVIATOR'S THRILLING EXPERIENCE.

[CHINA MAIL SPECIAL.]

SINGAPORE, July 20. Lieutenants Pater and McIntosh, who are flying to Australia, started for Java today. They encountered a very severe thunderstorm which they were unable to avoid. A hole was blown in the upper wing. Sometimes flying upside down, they returned to Singapore safely. They will start again to-morrow. Lieut. McIntosh said that it was the worst experience he had yet had.

LOCAL AND GENERAL.

Mr. J. A. Russell has left Kuala Lumpur for China and is expected to be away for about a month.

For the theft of some flowers from the Protestant Cemetery, Happy Valley, a Chinese was fined \$15.

Mr. E. J. B. Watson, Master Mariner, has been nominated as a person entitled to be examined for a licence as pilot in the Pilotage District of Singapore.

What next? Children should not be allowed to whistle, or even to manœuvre their nails, on the Sabbath, was the opinion expressed at a Congregational assembly at Ammanford, Carmarthenshire.

Shell and mine explosions in Northern France in the last few weeks have killed 20 people. The danger is becoming more and more acute as additional war zone territory is reclaimed and put under cultivation.

With her entire crew of ten hands, the Grimsby steam trawler "Uvularia" was blown to pieces in the North Sea by a mine picked up in her nets. The news was brought to Grimsby in May by Skipper Pearson, of the trawler "Tetrarch."

A Bangkok wire of July 9, says that Mr. Charles Grant, mining prospector, Singora, and well-known in Penang, was charged with threatening the British Consul-General and with trespass and damage to the legation. He was remanded.

Mr. J. D. Kemp, of Penang, met with a rather serious accident when lighting a lamp attached to a fan worked by hot air. The spirits flared up, enveloping his head in a mass of flame. He was very severely burned, especially about the face, but Dr. Bright, who was called in and directed his immediate removal to hospital, hopes to be able to save his eyesight.

In connection with the Prince of Wales' tour in India, which is to last for 3 and 4 months, the Government of India are nominating a number of accredited press representatives from England and India to travel with the Royal party. Railway and other facilities are to be provided and so far as Madras is concerned it is hoped to be able to provide facilities for representatives.

A clerk at the Hongkong and Shanghai Bank in Gracechurch Street, London drew Allenby in the Calcutta Derby sweep. "I bought a full ticket two or three months ago," said this gentleman to an *Evening Standard* representative. "Have I any offers for it? Well, I should rather think I have. I paid 23s. for the ticket, and I believe I have a good sporting chance of one of the prizes." He had, but unfortunately Allenby broke a blood vessel and had to be pulled up.

At the beginning of this month a 15-year-old Chinese clerk named Chia Ho Chan, employed in the Hongkong and Shanghai Bank in Singapore, had the impudence to pocket the cheque of the Chief Police Officer, Mr. N. A. M. Griffin, which was presented at the bank by Mr. Griffin's pen, to be paid into the former's account. Owing to his age, the magistrate let the accused off rather lightly with six strokes of the rattan, accused's mother consenting to enter into a bond of \$100 to guarantee her son's good behaviour.

The Ipoh correspondent of the *Malayan Leader* writes:—I have it on reliable information that the Railway authorities have raised the Station Hotel Rates. In Ipoh the rent was raised on the 1st of June from \$700 to \$800 per month; in the city, the rate charged for a room was raised from \$2.75 to \$3.25. The rents have been raised in Kuala Lumpur and other places too, I am told. There seems to be absolutely no reason for this raising of rent of the only hotel for Europeans who come into town to a figure which forces the rate of rooms up exorbitantly. If the report is true it is a gross and scandalous case of Government profiteering.

"WALLA-WALLA" LAUNCHES.
Phone No. 3516.

EDUCATION IN HONGKONG.

WHAT HONGKONG SPENDS AND WHAT IT SHOULD SPEND.

The report on the Education Department of Hongkong for 1919-20, recently published, contains an interesting review of the work being done in this connection, but, although the estimates for 1920 indicate that the policy of the local Government is progressive, a little consideration will show that the Colony is far behind the times in the matter of education. In the old days education was chiefly the care of the Churches and other religious bodies, aided by the gifts of pious benefactors, whose generosity is still in evidence in the old foundations of the Universities, Public Schools and Grammar Schools of the United Kingdom.

For the last fifty years, however, it has been considered to be the duty of the State to see that educational facilities are provided for the whole juvenile population of the United Kingdom, and to supplement the deficiencies of voluntary schools by State Aid, and by the provision of elementary schools at the cost of the taxpayer.

In Hongkong we are in a peculiar position: we acquired the Colony in order to provide a convenient and safe depot for the exchange of the commodities of the West for those of the East: an exchange which (if deleterious drugs be excepted) has manifestly resulted to the mutual advantage of both parties.

In the course of eighty years a large and polyglot population has been attracted to the Colony, and a large native community has been born under the British flag.

To justify our continued occupation of this former fragment of China it is surely our duty not only to provide protection from violence and injustice but also to make the Colony an example of all that is best in Western Civilisation.

After protection comes public health, and after public health, the education of the rising generation. The provision of nourishment for the mind and brain is surely as essential to the production of the perfect citizen as the security of the food supply and the distribution of wholesome water.

What is Hongkong doing for education? Here we have the dual system of voluntary and Government schools, but there is no system of education for the whole Colony. The voluntary schools cater for as many pupils as the generosity of their supporters coupled with the Government grant in aid can provide for. The Government schools supplement this provision.

But the supply is not equal to the actual demand, and falls very far short of the potential demand—that is the demand that would be created if education here were made universal and compulsory as it is at home. In Hongkong no parent is under any obligation to see that his or her child is educated.

CHILD POPULATION AND SCHOOL POPULATION.

The last Census was taken in 1911 and shows that there were then about 70,000 children of school age (5 to 15) in the Colony, of whom over half were boys.

No one can doubt that the juvenile population of the Colony has increased considerably since 1911, yet the Report of the Director of Education for 1919 shows that only 25,315 pupils attend school in the Colony.

The Report unfortunately does not give the ages of the pupils, nor does it give the exact numbers of the boys and girls respectively, but it is understood that in the higher class schools pupils attend until the age of 19.

It may safely be assumed that there are 100,000 boys and girls in the Colony between the ages of 5 and 19, of whom only about one quarter attend school.

But of course the bulk of the 25,000 school children are under 15. If the figure of 20,000 is accepted to represent the children between 5 and 15 at school, it appears that 2 out of 7 children of that age are being educated leaving 5 out of every 7 (that is 50,000 children) to swell the population of guttersnipes, vagabonds, thieves, sweated labourers, and servile maid servants!

It has already been stated that there is no legal obligation on parents to provide education; further than that there is no law in the Colony to prevent any child of any age from being employed in any occupation (except leather cleaning and rag picking), however injurious to the health or morals of the child.

In a letter to the Sanitary Board dated 15th August, 1919, the Colonial Secretary writes; that "the Government is fully in sympathy with the suggestion that the employment of children for long hours daily, or their employment in any dangerous or unhealthy occupation should be prohibited, but it appears that the presence of children in factories and workshops is largely due to the fact that their parents, having no place for their safe custody, are obliged to take their children with them when they go to work." Further, that "it seems expedient" before passing legislation on the subject "to make a commencement by providing much wider facilities for vernacular education. One of the results would be that the children of the poorer classes would be kept

CRIMINAL SESSIONS.

MURDER CHARGE DISMISSED.

At the Criminal Sessions yesterday, before Mr. Justice J. R. Wood, the hearing was concluded of the case in which two ratten carriers were charged with murder.

The Hon. Mr. J. H. Kemp, K.C., appeared for the Crown, and Mr. Drummond for the accused, who pleaded not guilty.

In their evidence, the two accused alleged that the identification parade was conducted by a Chinese constable, and that the two chief witnesses, who identified them, were standing in such a position that they were not able to see where the two prisoners were placed in the line of 28 men paraded for identification. They said that they were placed first and second in the line.

Mr. Kemp recalled Inspector Willis, who denied in toto the statements made by the prisoners in regard to the identification parade. The parade, he said, was conducted wholly by himself, and the Chinese constable could not have carried out a prior parade because he took the prisoners to the scene himself. The prisoners were placed twelfth and sixteenth in the line of men placed in the row for identification.

Mr. Drummond said he rested his defence on three points, lack of motive, weakness of identity and lack of premeditation. Counsel dwelt at some length on what he termed the doubtful evidence of identification by the two chief witnesses. He said that the evidence given on the identity question was such that no jury could connect the two prisoners with the crime they were accused of committing in broad daylight.

The Attorney-General, in the course of his closing speech, said that the prisoner's story of the identification parade was a pack of lies. Any Police Officer who was responsible for such a travesty of fairness would be instantly dismissed.

In his summing up, his Lordship said it was somewhat extraordinary that the two chief witnesses—on whose identification the case for the prosecution mainly rested—should have been able to pick out the prisoners without any difficulty at all at the identification parade. The attack on the deceased was obviously a surprise to everybody, and these two witnesses could not have gained more than a cursory look at the faces of the prisoners in the hurry of the moment.

The two chief witnesses were among 14 or 15 other Sanitary Board coolies similarly dressed. He had to remind the jury that the two chief witnesses did not know the prisoners and had never seen them before. In regard to the prisoner's story of the identification parade, his Lordship said he believed Inspector Willis, who was a senior officer of the Force and a man of long experience.

A verdict of "not guilty" was returned.

ROBBERY WITH MURDER.

NEW TERRITORY OUTRAGE.

ROBBERIES ESCAPE TO THE MOUNTAINS.

News of armed robbery with murder comes from Malacca, Sheng-tai district, in the New Territories.

It appears that about midnight on July 17, the inmates of a farmer's house were awakened by the sound of the door being burst open. Before they could arm themselves, five men armed with revolvers, knives and other weapons entered the house. While two of the intruders held up the terrified inmates, the others carefully looted the place, stealing property to the value of \$398.50. Even cattle were not overlooked and were driven away towards the mountains. The robbers left little or nothing of any value behind them.

A *joki* who attempted to interfere as the robbers were making their escape, was immediately shot down. No further interference was offered and the robbers escaped with their booty unmolested.

Everything possible was done for the wounded man and when the Police arrived he was rushed to the Government Civil Hospital where he was operated upon and the bullet extracted. At first he made good progress and was expected to recover, but he took a turn for the worse on Monday night and died yesterday morning.

Although the Police have been scouring the mountains since the report of the robbery, no trace of the robbers has been found.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General from the Manila Observatory:—

5:20 p.m. July 20.

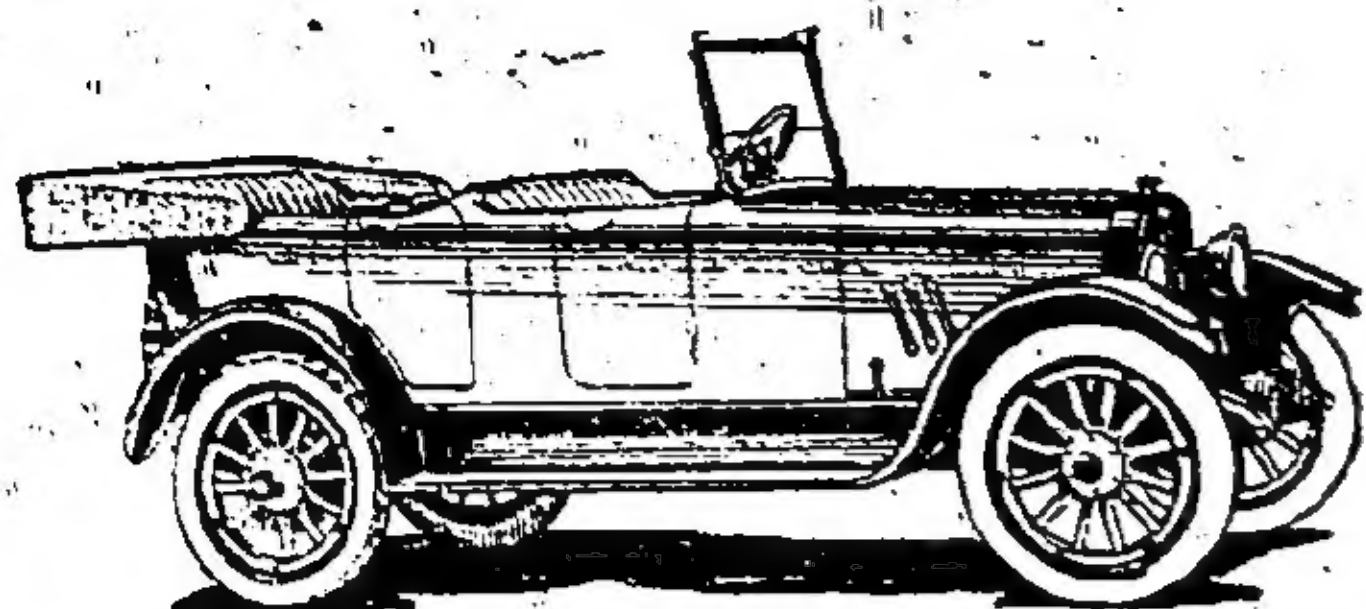
Typhoon near or over Ballantyne Channel. Direction unknown.

of Education, of being "excellent throughout," and producing a considerable revenue from school fees.

F. B. L. BOWLER.

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SANITARY BOARD MEETING.

TYPHOID PREVENTION DISCUSSED.

CATTLE DISEASE.

The meeting of the Sanitary Board yesterday evening, presided over by Mr. G. R. Sayer, was marked by the introduction of several important subjects; there were also present at the meeting the Hon. Mr. E. R. Hallifax, Col. Humphrys, Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Mr. A. H. Hollingsworth, Mr. Chow Shou-san, Mr. S. W. Tso, Dr. Pearce (Medical Officer of Health) and Mr. C. M. W. Reynolds (Secretary).

Dr. W. V. M. Pearce was appointed as Colonial Veterinary Surgeon.

OFFENSIVE TRADES LICENCES.

The following Sub-Committee was appointed to issue offensive trades licences. The President of the Board, the Director of Public Works, and Dr. W. V. M. Koch. The Chairman explained that by this means, they hoped to minimise the delay between the application for and the granting of a licence. The powers the Board now held would be delegated to the Sub-Committee, who if they were not unanimous on the question of granting a licence, would refer the same to the Board. The Committee would have no power to refuse a licence without referring to the Board.

TYPHOID FEVER IN HONGKONG.

Dr. Pearce, the Medical Officer of Health presented a memorandum on the prevalence of typhoid fever in Hongkong. In explanation of it he said that no one could feel safe from accidentally acquiring infection. Fortunately there was a new method whereby they could obtain some protection against it and that was by vaccination; and although the protection afforded was not absolutely sure, nevertheless it afforded a valuable protection, and this was shown in the recent great war when the majority of the troops were inoculated against typhoid with beneficial results. It was no doubt a difficult thing to introduce a practice of this sort for they had tried before in the plague outbreak, and after the staff of the department, some Chinese students and medical men had had themselves inoculated, no member of the public came forward. People thought that it was no use to have themselves inoculated as they did not either live in Chinese localities or walk down those streets. But in the case of typhoid it was different, inasmuch as they had Chinese servants in the houses and Chinese in their offices, and these might be carriers of infection. It was quite possible for food to be contaminated in the kitchen or at the table by carrier flies. There was no doubt whatever that a good number of cases which occurred in this Colony could be explained on no other ground but that of infection by carriers. If the public would take up the question of prophylactic, they might then approach the Government and get the Medical Department to prepare the vaccine. Places could be arranged and dates fixed for persons who wished to be inoculated. If this were done the cases would become very numerous.

Dr. Koch, in supporting Dr. Pearce, said that cases had occurred in different parts of the city but it was difficult to trace the origin, and in several cases it was said to have been due to the eating of raw vegetables. He did not think that the manuring of the vegetables in the Colony was any different to that in any other part of the world, and as far as he was concerned that theory had exploded. There was no doubt that those cases occurred more from carriers than anything else. He thought it would be interesting if the Medical Officer of Health could give figures and percentages contrasting the conditions in the Colony with those in other places. Dr. Koch referred to the researches made by the late Dr. Hunter, at one time Government Bacteriologist, as to whether or no Chinese were immune from typhoid. He found that even babies, ten to twelve months old suffered from it. He thought they ought to urge the Government to allow the Government Bacteriologist to prepare the vaccine for use and that this should be supplied free. If they had a Bacteriological Department attached to the Board, as was the case in other countries, they could have done the work without all this trouble.

THE MEMORANDUM ON TYPHOID.

The following was the memorandum:

I beg to submit for the consideration of the Sanitary Board the following memorandum on the prevalence of typhoid fever in this Colony. The table attached shows the number of cases of this disease notified each year from 1910 to 1919 inclusive. It will be seen that in none of these years has the incidence been great and in no instance has the disease assumed epidemic proportion. The infection may be acquired in various ways but all great epidemics of this disease are due to contamination of water supplies. Our good water supply has saved us in this Colony from severe epidemics of this disease. The army also has the advantage of obtaining milk from dairies so well managed that the chance of infection from consumption of contaminated milk is reduced to a minimum. I have never been able in any cases of typhoid fever to blame either the water or milk supply of the Colony. The eating of raw vegetables, e.g. salads and shell fish, may have been the source of infection in some cases. There is, however, a mode of infection which has been in the past overlooked by the general public. I refer to the contamination of food in houses by means of typhoid carriers. If any typhoid carrier be engaged in preparing food or handling it, he is liable to spread the disease. An instance of this has recently occurred. Five cases of typhoid fever have occurred under circumstances pointing to a common source of infection, and investigation has proved that a cook who prepared food for all these persons was a carrier. The existence of dry privies in close proximity to kitchens and pantries, offers opportunity for the contamination of food through flies if such privies are used by typhoid carriers. It used often to be said in Hongkong that Chinese were largely immune from typhoid. They may enjoy a higher degree of immunity than the foreigners here, but the appended table shows that a considerable number of cases of typhoid occur amongst the Chinese. The whole community cannot be examined for the purpose of finding who is and who is not a carrier, and so although a person may eschew salads and shell fish, boil all his drinking water and milk, he will not know that his neighbour or one of his household is not a carrier. There is a method whereby every one can obtain a good measure of protection, namely, by the use of anti-typhoid inoculation. The rationale of this inoculation is akin to that of vaccination against small-pox, although the protection afforded is not so great nor so enduring as in the latter case. There can be no doubt that the introduction of this preventive measure into the British Army saved countless lives during the recent war. The inconvenience is negligible and the protection afforded is good. If the public will evince a desire to use this method of protection, there can be no doubt that the Government will provide the necessary material. A list extracted from the Death Registers of the names of Europeans and Americans who have died from typhoid fever in Hongkong during the last ten years, shows that there were 31 such deaths. In 10 cases the infection was apparently acquired outside the Colony, while there were 21 cases of locally acquired infection. Similar lists for other nationalities could be given, but I think we must look to the European and American element of our population to set an example by availing themselves of protective inoculation.

PLEURO PNEUMONIA AMONG CATTLE.

Dr. Pearce, in moving that the Board order that 46 Australian cattle, imported by the Dairy Farm Co., be slaughtered, as they were found to be suffering from Pleuro-pneumonia, and that the sheds be disinfected and declared a segregated area, stated that he received a note from the veterinary surgeon, attached to the Dairy Farm, stating that on June 15 he had ordered the slaughter of two of the cattle as he found them to be suffering from some disease, having the characteristics of pleuro-pneumonia. Yesterday morning, two more cattle, suspected to be suffering from the same disease, were killed, and a post mortem examination revealed similar symptoms. The Board agreed to the recommendations. It was further ordered that notices be posted at the sheds in Pokfulam, stating that the sheds were segregated areas.

WALLA-WALLAS double-crossed the harbour but never double-cross you. Phone No. 3516.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

IRISH POLICY UNCHANGED.

STILL TO RESTORE LAW AND ORDER AT ALL COSTS.

LONDON, July 19.
In the House of Commons, replying to questions, Mr. Bonar Law stated that the Government's Irish policy was unchanged, namely to restore law and order in Ireland by all means at their power and simultaneously to carry out the Government of Ireland Bill. The Government considered that in view of the powers under the Defence of the Realm Regulations a proclamation of martial law in Ireland could not provide a satisfactory method of dealing with the present situation but the Cabinet was considering whether additional powers could usefully be secured by new legislation. Mr. Bonar Law added that those best able to judge thought that we were getting the troubles better in hand. He did not think it reasonable to judge in the terms of the murders from one week to another.

INCREASED RAILWAY FARES.

TO START DURING THE HOLIDAY SEASON.

LONDON, July 19.
In the House of Commons, replying to questions as regard the forthcoming 33 1/3 per cent. increase in railway fares, the proposed imposition of which during the holiday season created great public indignation, Sir Eric Geddes made a lengthy defence of the increase chiefly, on the ground of the increased wages of the railwaymen and the higher cost of materials. Replying to a suggestion that the date of the operation of the increased fares should be postponed, Mr. Bonar Law said that postponement would mean a subsidy or that still higher fares must ultimately be charged. Cabinet had decided in spite of the hardship that the increase could not be postponed beyond August 5.

BRITISH RAILWAYS.

NO NATIONALISATION.

LONDON, July 19.
In the House of Commons replying to a question Mr. Bonar Law said it was the Government's policy to hand back the railways to the companies at the expiration of the present agreement. Mr. Bonar Law assented to the suggestion of Mr. Hodge that the policy was diametrically opposed to nationalisation.

INFAMOUS EVENTS.

MURDER OF GALLANT AND DISTINGUISHED OFFICER.

FEARLESS ACTION TO BE TAKEN.

In the House of Commons replying to questions with regard to the murder of Police Commissioner Smyth, Sir Hamar Greenwood denounced the murder of a very gallant and distinguished officer. He gave an assurance that every step was being taken to track down the murderers. Mr. Palmer asked for an assurance that the Government would support General Macready in any action he might take, however fearless to put down these infamous events and that the Dyer incident would not be repeated in Ireland. Sir Hamar Greenwood said that General Macready and he were consulting almost daily. The Government had never refused any of General Macready's requests. He (Sir Hamar Greenwood) would continue to support every police or military officer who was endeavouring to carry out his duties in this most critical situation.

WOMEN JUSTICES OF THE PEACE.

LONDON, July 20.
The official list published of 240 women justices of the peace in different parts of the country includes a number of peeresses, wives of Bishops, wives of ex-ministers, Mrs. Mary Macarthur, Secretary of the Women's Trade Union League, Miss N. Adler, member of the London County Council and Madame Bramwell Booth, wife of the Salvation Army leader.

POLES RETREAT ON WHOLE FRONT.

LONDON, July 19.
A Polish communique dated July 16 reads: We are retreating according to plan on the whole front, except in the Dubno sector where we re-occupied Dubno and totally defeated a Bolshevik division. On July 19, after bitter fighting, the enemy occupied Lida.

SYRIAN SITUATION.

GOVERNMENT'S REPLY TO VIGOROUS CRITICISM.

SUPREME BRITISH INTEREST.

LONDON, July 20.
In the House of Commons, moving an adjournment to discuss the "immediate danger to British interests arising out of the threatened hostilities in Syria" Captain W. Ormsby Gore vigorously criticised the Government. He declared that the supreme British interest in the Middle East, as elsewhere, was the restoration of peace, which alone would permit political freedom and economic prosperity. The French ultimatum would inevitably entail the employment of further British troops and money. Mr. Bonar Law, replying, pointed out that France accepted the Syrian mandate at San Remo, Emir Feisal consenting. French troops had been massacred and other outrages had been committed. Interference on the part of the Commons would be equivalent to interference of the French Chamber in our action against the lawless Arabs in Mesopotamia. France had not violated her mandate in Syria. Britain meant to honour her promise to the Arabs, and France replying to our questions, declared that she had no intention of a permanent military occupation after the mandate had been accepted and order had been restored. That was our own policy in Mesopotamia. Lord Robert Cecil and others expressed the opinion that the Government's reply would do a great deal to allay existing anxiety.

REVOLUTIONISTS IN HONGKONG.

SOCIETIES ORGANISED.

The Canton authorities, hearing that there are many revolutionists in Canton, have recently ordered that special vigilance be maintained. Since a number of revolutionists have organized societies in Hongkong and Macao, many troops have been stationed in important places to guard entrances. Special detectives have been employed to look out for these revolutionaries in these ports.—Canton Times.

When a Chinese was this morning charged before Mr. N. L. Smith with selling onions within the market limits, Mr. Johannsen, Market Overseer, told the Magistrate that when a market coolie arrested the defendant, the latter called to several other hawkers in the vicinity for help. About ten men came to the defendant's aid and assaulted the coolie. It was not until the Police were sent for that the disturbance was stopped. But for the timely arrival of the Police, the coolie would have been badly mauled by the angry crowd. As it was, he had several bruises. The Magistrate imposed a fine of \$10 or 14 days' hard labour.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WELL Educated and Refined ENGLISH WOMAN seeks post as companion to European children. Box No. 1219, c/o "China Mail."

NOTICE OF REMOVAL.

WE have temporarily REMOVED Our Office to No. 33, Queen's Road Central, Lock Ring Building, Second floor, Room No. 49.
S. D. SETNA & Co.

Hongkong, July 21, 1920.

S. S. "FAUSANG."

Tenders are invited for the purchase of the wreck of the above steamer as she lies on Hainan Head Reef.

GILMAN & Co., Ltd.
Agents, The Salvage Association, London.

Hongkong, July 21, 1920.

V. R. C.

NIGHT SWIMMING FETE.

FRIDAY, July 23rd, commencing at 9 p.m.
String Band in attendance.
The following events will be open to Ladies of the Colony.
50 yards Handicap
50 yards Girls.
R. H. B. MITCHELL,
Hon. Secretary.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, or

FRIDAY, July 23rd 1920, Commencing at 11 a.m. at their Sales Rooms, Duddell Street, 60 cycles,
12 Electric Ceiling Fans 410 volts 60 cycles,
12 Oscillating Table Fans 16", 110 volts 60 cycles,
12 Oscillating Table Fans 9", 8 Bonair Sets,
1040 Rosettes 10 K. W.
12 Boxes Plug Cables,
12 Boxes Fuse Blocks,
2 Motors,
2 Switches,
1 Transformer,
9 Cases Misonne Paint,
3 Packages Paint Oxide.
Terms: Cash on delivery.
LAMBERT BROS., Auctioneers.
Hongkong, July 21, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on

MONDAY, July 26, 1920, at 5.30 p.m. at AH KING'S SHIPWAY, 1 & 2, Yacht "Carter Rig" with Dinghy and all accessories.
Terms: Cash.
HUGHES & HUGHES, Auctioneers.
Hongkong, July 21, 1920.

NOTICES.

HATS OF DISTINCTION.

UNFAILING Distinction and Style and a wondrous wealth of materials, designs and colours—there in a nutshell have you the story of L. C. & Co's Display of Newest Head-wear. Be persuaded to come early and inspect!



EXCLUSIVE MILLINERY

Originality with Individuality.



BEHIND every L. C. & Co's Hat there is an artist. Exquisite material and workmanship are also there, of course, but a L. C. & Co Hat is ever a creation, a fact that careful dressers are not slow to appreciate.

LANE, CRAWFORD & CO.



COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD.
(THE COLUMBIA SHOP)

ROUND THE ISLAND OF HONGKONG.

BY
THE BEST & MOST COMFORTABLE MOTOR CARS
AT
THE SPECIAL REDUCTION PRICES
HUDSON or CHANDLER, 7—passenger Motor Car \$12.00
OAKLAND, 5—passenger Motor Car \$ 8.00
Phone 2499. BREEZY GARAGE,
161, Des Voeux Road, Central,
(next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1677.

"ROYAL TONIC"

and Digestive Bitters.

A Refreshing & invigorating Drink and an Excellent Liqueur.

During the extreme heat of the Summer, its use has a most remarkable effect, producing buoyancy of spirits and energy.

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Tel. No. 185.

8, QUEEN'S ROAD, CENTRAL, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.).

Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thea, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK.

S.S. "LOWTHER CASTLE"

Sailing on or about 29th July.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.

S.S. "INNSBRUCK"

Sailing on or about 22nd August.

S.S. "HUNGARIA"

Sailing on or about 31st August.

FOR BRINDISI, VENICE, TRIESTE, ETC.

TAKING CARGO ON THROUGH BILLING

TO LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "PILENA"

Sailing on or about 5th August.

S.S. "INNSBRUCK"

Sailing on or about 6th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 26th July.

FOR JAVA.

S.S. "RIJUN MARU"

Sailing on or about 31st July.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN

PORTS with transshipment at CALCUTTA.

In conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

ATLAS MARU (Call Marseilles).....Saturday, 25th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

MEXICO MARU.....Friday, 13th August.

CHICAGO MARU.....Tuesday, 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

RIVERA MARU.....Friday, 23rd July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU.....Sunday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KOSOBU MARU.....Monday, 26th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

MANILA MARU.....Wednesday, 31st July.

AFRICA MARU.....Saturday, 31st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALTAI MARU.....Friday, 23rd July.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

LUZON MARU.....Wednesday, 28th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIYO MARU.....Sunday, 26th July.

TAKAO via SWATOW and AMOY.

SOSHU MARU.....Thursday, 29th July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Sailing.....Aug. 4th.

For freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

Telephone No. 2207. 112, Cross Street Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO RAIL

FROM HONGKONG

TO SWATOW AND SINGAPORE

WEIHAWEI, CHEFOO, NEWCHANG, HUICHOW

SHANGHAI AND TSINGTAO

AMOI, SHANGHAI AND PUKOW

SWATOW & RANGKON

SHANGHAI, CEEU & ILOILO

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation and ships. Electric Light and Fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

RANGKON LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WHEATLAND".....About July 25th.

"ELBRIDGE".....About July 29th.

"CITY OF SPOKANE".....About Aug. 19th.

For PORTLAND Direct.

"PAWLET".....About July 25th.

"COAXET".....About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELKTON".....About Aug. 6th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "KHEKETTICUT".....About 28th July.

S.S. "SAUCON".....About 15th Aug.

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES AGENTS. 5TH FLOOR.

2477 & 2478. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST HASSAYAMPA".....About 24th July.

S.S. "WEST CAMPGAW".....About 15th Aug.

S.S. "EASTERLING".....About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES AGENTS. 5TH FLOOR.

2477 & 2478. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE DEPARTURES

S.S. WEST MONTOP July 31. S.S. WEST MONTOP Aug. 3.

S.S. WEST HIKKA Aug. 10. S.S. WEST HIKKA Aug. 13.

S.S. VINITA Sept. 12. S.S. VINITA Sept. 15.

S.S. WEST HIKTON Oct. 7. S.S. WEST HIKTON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HARBOUR OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Princes Buildings, Cross Street.

CHAR. E. RICHARDSON,

General Agent for South China.

Telephone No. 1203.

SHIPPING

CP O S

SAILINGS

HONGKONG TO VACUOVER

(via Shanghai, Nagasaki (*Mojji) Kobe & Yokohama)

STEAMERS

FROM HONGKONG

TO VACUOVER

Empress of Asia July 29 Aug. 16

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Monteagle Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 18 Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it difficult to obtain passage to Europe, whether by not crossing the Pacific via C.P.O.S. steamers. Frequent sailing schedules to Liverpool, London and Glasgow. Passage under lowest fares will cover all such reservations.

For Fares and other information please apply to

Telephone No. HONGKONG OFFICE. Cable address: CANADIAN PACIFIC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th 1920. August 28th 1920. July 22nd 1920.

AN UNBESPOKE HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER. Tel. Passenger Dept. 1834.

Princes Buildings, Lee Hoe Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class "Passengers" Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STRAMSHIP

HAIHONG.....Capt. W. C. Passmore.....WEDNESDAY, 21st July, at 1 p.m.

HAICHING.....Capt. A. H. Stewart.....FRIDAY, 23rd July, at 2 p.m.

HAILONG.....Capt. J. S. Thomson.....TUESDAY, 27th July, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED:

For

LONDON AND HAMBURG....."KATHLAMBA".....On 20th July.

LONDON....."HANSAS".....On 10th Sept.

LONDON....."SWAZI".....On 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to REISS & Co., Bremen.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF OSAKA".....via Suez.....21st July.

"MIDLAND CITY".....via Suez.....27th Aug.

"KINGCHOW".....via Suez.....6th Sept.

"CITY OF DUNKIRK".....via Suez.....20th Sept.

Calls also at Boston.

Steamers provided via Suez, Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON. REISS & Co., BREMEN.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

July 23—D. L. Haiching.
25—J. S. K. Kailjo Maru.
27—D. L. Haiching.
29—C. N. Chengtu.
31—O. S. E. Shoshu Maru.
Aug. 3—J. C. L. Tiliwang.

AMOY.

July 23—D. L. Haiching.
25—O. S. K. Kailjo Maru.
28—J. C. L. Tiliwang.
31—D. L. Haiching.
3—C. N. Chengtu.
5—O. S. K. Shoshu Maru.

FOOCHOW.

July 23—D. L. Haiching.
27—D. L. Haiching.

SHANGHAI.

July 23—J. C. S. N. Hopsang.
25—C. N. Chengtu.
27—D. L. Haiching.
29—J. C. L. Tiliwang.
31—P. & O. Arratoon Apar.
Aug. 3—C. N. Chengtu.
5—P. & O. Andre Lebon.
7—B. F. Prometheus.
9—J. C. L. Tiliwang.
11—M. M. Paul Locati.
13—B. F. Achilles.
15—B. F. Mentor.
17—B. F. Auryplus.
19—B. F. Knight of the Garter.
21—M. M. Arnold Behic.
23—B. F. Ajax.
25—B. F. Stator.
27—B. F. Terminus.
29—B. F. Idomeneus.
Oct. 1—B. F. Tener.

WEIHAWEI AND CHEFOO.

July 22—C. N. Haiching.

PUKOW.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, GREECE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	24th July at Noon	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London and Antwerp.
"LAKORE"	5,200	12th Aug.	MARSHALLS LONDON & A'warp.
"KALVAN"	5,000	14th Aug.	MARSHALLS LONDON & A'warp.
"PLASSY"	7,400	29th Aug.	MARSHALLS LONDON & A'warp.
"KEVA"	6,000	14th Sept.	MARSHALLS LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5,300	29th July at 1 p.m.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st July at 4 p.m.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"EASTERN"	4,000	30th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	25th July	Shanghai and Japan.
"ARATON APCAR"	4,500	27th July	Shanghai and Japan.
"EASTERN"	4,000	30th July	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steerage and Berths are available to be cancelled or altered without notice. Steerage and Berths are not more than 14 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, and books, etc., apply to MACKINNON, MACKENZIE & CO., Agents, 22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA, via Keelung, Shanghai and Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHAMA MARU (Callings Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (Callings Manila) ... Monday, 16th Aug., at 11 a.m.
FUSUMI MARU ... Saturday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU ... Thursday, 29th July, at Noon
ATSUTA MARU ... Tuesday, 19th Aug., at Noon
SHIZUOKA MARU ... Friday, 27th Aug., at Noon

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

AWA MARU ... Friday, 23rd July.
TOKUSHIMA MARU ... Sunday, 25th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 22nd July, at 11 a.m.
AKI MARU ... Wednesday, 18th August, at 11 a.m.

NEW YORK via the Suez Canal.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban and Cape Town.

PRYANG MARU ... Monday, 9th August.
BOMBAY & COLOMBO via Singapore.

SHIN-I MARU ... Friday, 23rd July.

CALCUTTA & RANGOON via Singapore & Penang.

TAT-SUNO MARU ... Sunday, 25th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 21st July, at 11 a.m.
TANGO MARU ... Saturday, 18th August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Friday, 30th July, at 11 a.m.
NAGATO MARU ... Sunday, 1st August.

For further information apply to NIPPON YUSEN KAISHA, S. YASUDA, Manager, Telephone Nos. 224 & 272.

SHIPPING.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

THE S.S. "METHVEN"

Will be despatched on or about the 30th JULY.

FOR SINGAPORE

Taking Cargo at Current Rates of Freight.

For space & further particulars, apply to:—

P. A. COX,

Acting General Agent,
C. P. O. S. Ltd.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Middle of September.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 10th (from Yama).
TENYO MARU	22,000	Aug. 11th.
SHINTO MARU	22,000	Sept. 8th.
PERSTA MARU	8,000	Sept. 17th.
KOKKA MARU	20,000	Sept. 17th.

"Omitting" call at Shanghai. "Calling at Keelung."

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
KAISHO MARU	17,000	July 18th.
ANYO MARU	18,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers freight and sailings, apply to:—

Y. TSUTSUMI, Manager.

King's Building, Agents at Canton: Tel. Nos. 2374 & 2375.

Messrs. T. E. GRIFFITHS, LTD.

NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 3420.

HOO CHEONG WO & CO.

Shipchandlers, Metals and Hardware Merchants,

Small Makers and General Store Keepers.

61 & 63, CONNAUGHT ROAD CENTRAL, HONGKONG.

Telephone No. 591. Code A. B. C. 5th.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Slipways and can accommodate any craft

of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 129.

Shipyard: Shau-Sui-Bo, Kowloon, HONGKONG. Telephone No. 9.

Estimates furnished on application.

Hongkong, April 1, 1912.

WING KEE & CO.

20, Connaught Road Central.

COAL MERCHANTS.

SHIP CHANDLERS, COMPRADORES

AND STEVEDORES.

Cable Add. "WINGKEE" Tel. 142.

A. KWAI & CO.

21 & 23 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlers, Coal Merchants,

Small Makers, General Storekeepers

AND

Sung and Soda Manufacturers.

Cable Add. "AKWAI" Tel. No. 200.

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.
From ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship

"BENLAWERS"

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THE SITUATION AT PEKING.

[BY COURTESY "HONGKONG DAILY PRESS"]

PEKING, June 19.

Apparently there has been no further fighting on the Eastern front. The casualties in the fighting are estimated to have been about 6,000 up to the present.

The Frontier Defence Force is suffering from deficient commissariat. The centre of interest has been transferred to the Western Front where General Chang Tso-lin's troops are pouring in.

The city gates of Peking were closed on Sunday, but were re-opened partially today.

The food problem is very acute and the Diplomats are being requested to approach the military authorities to permit one food train daily to reach Peking. The foreign hotels have only one day's supply.

OUT THERE.

Out where the spectres of twilight evolve into living things. Where the dark veil is rent with the meeting of Earth and Sky. Out where the spectres of Ghostland are vanishing fast in fire-flings. Of the Monarch of Light climbing His throne-way on high.

Out where the castles of Dreamland fade and are lost in the day-gloom.

Where the visions of fancy live elvish go floating away in the air. Where the world is elysium, wonderful, mystical gay-dream. Enchanting, entrancing, bewildering dreamland out there.

—WILLIAM HILL.

Hongkong, July 20, 1920.

CANTON GUNBOATS.

SAIL FOR MACAO SECRETLY.

According to Chinese Press reports, says the Canton Times, the gunboats "Kong Tai" and "Kong Goo" recently sailed for Macao secretly. Now three torpedo boats have been sent by the Government to trace them. Since Macao is a foreign port, the local authorities have requested the Portuguese Consul-General in Canton to help in bringing the boats back.

The "Kong Tai" is a staff officer of the "Yui Cheung," saw the gunboat "Kong Tai" the other day at Kulkow where an encounter, lasting about two hours, took place. The "Kong Tai" was defeated but succeeded in escaping.

The torpedo boat "Yui Cheung" has returned to Whampoa. As there are so many mutineers on board the gunboat "Kong Tai," the Canton authorities will employ four other ships to convey soldiers there to effect its capture.

HOW THE GUNBOATS WERE SEIZED. According to information received in Hongkong another report has it that the four Cantonese gunboats left Canton on Saturday without their commanders with a view to joining the pirates and brigands at Kongmoo. The commanders were said to have been present at a big dinner in Canton when the junior officers and the crew seized the opportunity to take possession of the gunboats in order to hand them over to the rebels for a "sacred sum," claiming not to have received any pay for the past three months.

CITY HALL CONCERT.

AN ENJOYABLE AFTERNOON.

That Hongkong's taste for good music has not suffered seriously from the surfeit of the light, if pleasing, music so popular in these modern days, was demonstrated by the presence of a very large audience in the St. Andrew's Hall yesterday afternoon to hear the excellent concert given by Signor Amelias and by the obvious sincerity of the loud applause which greeted each of the well-chosen items.

Signor Amelias proved himself a master of the mandolin by his clever and sympathetic treatment of Wieniawski's "Second Mazurka." Together with Mme. Silvestri, he further delighted the audience by skilful mandolin renditions of Suppe's "Overture to Poet and Paysan," Rossini's "Overture to William Tell," and Drigo's "Les Millions d'Arlequin."

The vocal work was also of a high standard. Madame Silvestri won loud applause for her admirable interpretation of Puccini's beautiful "Il Libro Santo," and for her share in the duets "Regards Qu'elle Blanche Lune" (Campagna) "Les Contes d'Ottomann" (Offenbach) and "Serenade" (Leggenda) and "Valacca" (Braga) with Mlle. Rosa Filocamo. Mlle. Rosa Filocamo also submitted several individual numbers of considerable merit, notably "Prelude" and Puccini's "Madame Butterfly." Her best contribution, and the one which most revealed the possibilities of her voice, was Tschalkowsky's "Aria Figue Dame." Great interest, perhaps not unmixed with amusement, was caused by the appearance of little Elena Filocamo, who, her bare seven years notwithstanding, gave very tuneful little renditions of the solo "O Sole Mio," and a duet from the "Dollar Princess," which she sang with her sister.

Not a little admiration was excited by the excellence of the accompaniments as played by Madame Lottie Gordon and Professor E. Danenberg, both of whom were ever in accord and sympathy with the artists.

TYPHOON WARNING.

At 8.50 a.m. to-day local signal No. 1, was hoisted. It was hoisted down at 11.45 a.m. when the non-local signal was hoisted.

O. HENRY'S AMERICANISM.

COSMOPOLITE ALWAYS AT HOME.

The real beginning of his career as a short-story writer, remarks Archibald Henderson, writing of O. Henry, "After a Decade," in the *Southern Review*, dates from the period of his confinement of three years in the penitentiary in Ohio—all that he served of a five year's sentence for alleged embezzlement of a few hundred dollars from the bank in Austin of which he was paying teller. Suffice it to say that his biographer and those best informed on the subject firmly believe in his innocence, which Porter always as firmly asserted. His own rich and varied experiences in the South-west and in South America; the strange and bizarre narratives he gained from his fellow prisoners—crackmen, desperadoes, hoboes, men of the underworld—these, by some marvelous alchemy of the creative imagination, he transmutated into the gold of literary art. With his entry into New York in 1902, at the instance of Gilman Hall, then associate editor of *Ainslee's Magazine*, who urged him to make the great adventure, begins the period of his brief career which was to close eight years later in his untimely death at the early age of forty-eight.

No one who reads the 250 stories which constitute his bid for immortality can fail to be struck first and foremost by the outstanding fact that O. Henry was a typical American—a cosmopolite who was always at home, even in his own country. With the single exception of New England, all parts of this vast country furnished the scenes for his stories—Mexico, Central and South America are the habitats of many of his characters.

The distinction achieved by O. Henry was not only in furnishing forth an intimate portrayal of numerous regions, with their peculiar dialect, habits and mannerisms, but also in affording a vivid contrast between the different regions. O. Henry paraphrased the "No North, No South, No East, No West" of the oratorical advocate of a reunited country into the humorous: "No North, Little South, Not Much East and No West to Speak Of." His impartiality and his nonsectarianism were the by-products of his cosmopolitan spirit; and it has been suggested that no American writer of the short story has been so genial and even handed in satire of the contrasted fables of North and West and South.

It is understood that the Sincere Company has given notes and documents as security for the loan and will meet the obligation upon surrender of the documents, which are now in the hands of Dr. Wu and not in the Ministry.

DR. WU AND THE MONEY.

ONLY AWAITING RETURN OF DOCUMENTS.

THE APPLICATION OF THE MINISTRY OF FINANCE at the Canton District Court for an order to direct the Sincere Company to pay over the \$300,000 due to Dr. Wu Ting-fang to the Ministry of Finance of the Military Government instead, will come up before the court again next week, reports the Canton Times. The Ministry alleged that the \$300,000 was the property of the Military Government and same should be paid over to the Ministry. So far the defendant of the Sincere Company has not appeared or been represented at the Court.

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INTERPORT POLO MATCH.

A CONSIDERED OPINION.

HONGKONG PLAYED LIKE TROJANS.

The great outstanding feature of the recent interport polo match at Shanghai for the Keswick Cup, according to the *N. C. Daily News*, was the fact that it was anybody's game throughout from start to finish. Second to this in importance from a sporting point of view is the rare experience in polo—that the referee had to interfere far less frequently than an average of once each chukker. These two notable items combined afforded the onlookers the opportunity of witnessing a game which, although it could not be classified as first-class polo, was certainly first class to all who love a clean dashing contest with just a spice of personal risk attached to it.

To take the members of the team individually, the prowess of their captain, Mr. John Johnstone, is already too well known to call for special eulogy here. Local praise for his horsemanship is something akin to gilding gold. His near-side and back-hand strokes were as good as ever they were, but for some reason after the second chukker he did not seem quite at the top of his form, although in the first and second periods he gave the Shanghai No. 1 a very hard time. A perfect captain, whether playing a losing or a winning game, and one whom it is always a pleasure to watch in the saddle.

Major Dimsie, their No. 2, a soldier of middle age, but as hard as nails. An experienced player who has written the "pellet" (*vide Sunday Morning Contemporary*) in many parts of the globe, including India, the home of the game. He played throughout with a vim and dash, and shot so often at his opponents' goal that our young players would do well to profit by the example he gave them and endeavour to emulate his tenacious example.

Their No. 1 Captain Beaver must be classed as a player of no mean order. Quiet, unassuming and always on the ball. Also equally ready to leave it and ride his man. He played for his side for all he was worth and in a way that clearly showed that, although new to the China pony, he was not new to polo, having played it on various military stations during his career. Mr. R. J. Paterson should have played back throughout. He rarely missed; and considering the nasty fall he sustained comparatively early in the game in the course of which his pony stood on his striking arm, and bearing in mind his wright, the method in which he handled his ponies and the pace he got out of them was somewhat of a revelation to those Shanghaiers who thought he was a good deal newer to the game than he really is. As a team Hongkong played like Trojans and with a little more of the luck which they really deserved they might have reversed the order of the result. But it was fortunately for Shanghai just that "little more" that made all the difference.

H.M.S. "ROBIN" LEFT SHAMSHUI YESTERDAY MORNING TO GO UP THE NORTH RIVER AS FAR AS POSSIBLE. SHE WILL RETURN ON FRIDAY. THE AMERICAN GUNBOAT "POMPADOUR" ARRIVED AT SHAMSHUI YESTERDAY.

The Canton Government has recently granted \$12,000 to the Geographical Survey Bureau, so that it may continue its surveying in Kwangtung and also co-operate in the publishing of the New Map of China.

THE WALTZ ABOLISHED.

FIAT OF INTERNATIONAL CONGRESS.

At the International Dancers' Congress, attended by delegates from the principal Allied countries, which has just closed, France's leadership in this art was assured. The Congress decided to abolish from teaching curriculum many of the old-time dances, such as the polka, mazurka, schottische, and even the waltz. On the other hand, the tango, fox-trot maxixe and one-step must in future be taught in a more simple form.

Several new dances were adopted: "The Toboggan" invented by Madame Lefort of Paris; "La Berceuse, 20th century" of Professor Grandmontagne; and "L'Italienne" a kind of Boston conceived by Mr. Cecil Taylor. A new fox-trot step invented by Mr. Maclean has also been approved. It remains to be seen whether the public will take the teachers' lead.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S COUGH AND BRONCHITIS REMEDY needs no glaring headlines to attract the public eye. The simple statement that all chemists sell it is sufficient; at every family known to value it. It has been used for forty years and is just what its name implies. For sale by all Chemists and Storekeepers.

"NOT WORTH WHILE."

CARGO BROUGHTING TOO EXPENSIVE.

BLUE FUNNEL FIREMEN FINED.

Before Mr. N. L. Smith at the Magistrate's court this morning, ten members of the European crew of the Blue Funnel s.s. "Orestes"—A. Malbon, W. Perry, W. Arlett, C. Rooke, G. Edge, P. Molyneux, J. Cooney, P. Kenma, G. Rich and W. Wood—were charged with the theft from the ship, at Miké, Japan, of ten rolls of khaki drill. They all pleaded "guilty."

Mr. D. J. Lewis, who prosecuted for the Company, said that the ship over carried one bale of khaki drill from Shanghai to Japan. When the mistake was discovered on the voyage, the bale was placed on deck and with a tarpaulin covering, to be delivered at Shanghai on the return trip. On the arrival of the ship at Miké, the defendants went ashore, and many of them stayed ashore all night. When they returned to the ship on the following morning, they were more or less under the influence of liquor, notwithstanding that none of them received any pay at Miké. As the result of enquiries, it was found that the bale of khaki had been broached, and 12 rolls extracted. The rolls were subsequently traced to the ship of the dealer who claimed to have bought the khaki from a fireman of the s.s. "Orestes." He identified that man, and the latter admitted his guilt. When the other defendants were questioned, they denied all knowledge of the theft, but finally made a signed confession. They also agreed to pay 14 yen each out of their wages towards the recovery of the khaki. The confession was taken down by the Captain, who also made an entry in the log book as follows: "Enquiries were made at the Miké Police Station, Miké, with regard to the loss of 12 rolls of khaki drill, on June 25, and it was ascertained that they were stolen by some firemen and trimmers of the ship and sold for 140 yen to a dealer by a fireman of the ship. The matter was referred to British Consul there, and the latter ordered the culprits to be charged at Shanghai. The goods were obtained back from the dealer by the payment to him of 140 yen. Each of the ten guilty men agreed to have the sum of 14 yen deducted against his pay, as a contribution towards the recovery of the drill." Both the confession and the entry in the log book were read to the defendants and they all agreed that the statements were quite correct.

On the ship's arrival at Shanghai, the defendants were charged before the British Consul there, but the latter decided that as the defendants were British subjects, and Shanghai was not a British port, he had no jurisdiction. He ordered that the men be charged at the first British port of call. Counsel asked his Worship to take a serious view of the case, as the broaching of cargo was becoming very common. In this case, where white men who ought to know better, were concerned, he thought it a much more serious matter. However, it was not desired to imprison the defendants here, as the ship was due to sail, and they were wanted back on board.

The Magistrate enquired how much the defendants earned, and was informed by Counsel that they received \$15 each a month.

Addressing the defendants, the Magistrate told them that when they stole things, they could not expect always to get off by paying the value of the property stolen. However, as the Company did not press for imprisonment, their services being required on board the ship, they would each be fined \$25.

Defendants: Thank you, your Worship.

Outside the Court the defendants enquired how much \$25 would amount to in sterling, and when they were informed that it was between £6 and £7, several of them remarked that it was "not worth while."

When a Chinese was this morning charged before Mr. R. O. Hutchison, at the Magistrate's court, with selling some melon in Stone Nullah Lane, Wan-chai; this morning, he denied the charge.

The Chinese constable who effected the arrest said that he saw defendant sell a piece of melon to a woman.

The defendant said that the constable made a mistake. He bought the melon at the market for his own use, and then, having several more coppers left, went to Stone Nullah Lane to buy some salt fish. While he was busy bargaining for the fish, a female friend, of his approached from behind and for a joke picked up a piece of melon from his basket. He snatched it back. The constable saw the woman pick up the melon and thinking he (defendant) had sold it to her, arrested him. The defendant added that the woman was well known to him, and was only playing a joke on him.

The Magistrate: I am sorry, I can't help that. Try and get \$3 out of her the next time you meet her. Her joke is going to cost you that sum!

JOKE THAT COST \$3.

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DAIRY FARM NEWS.

New shipment of

FROZEN SMOKED FISH

Selected Fillets	60 cts. per lb.
Finnan Haddocks	50 " " "
Selected Kippers	40 " " "
Red Herrings	30 " " "

THE DAIRY FARM ICE & COLD STORAGE Co., Ltd.

STATISTICS AS PROPAGANDA.

An Irish correspondent of a London paper writes: I do not know that at this moment one can do better service than by continuing, even at the risk of being wearisome, to set forth the facts about "outrages" in Ireland. The Government revived on May 1st this old form of anti-Irish propaganda, the publication of a daily list of "outrages." The lists from the 1st May to the 26th May have now been analyzed by the Irish Bulletin, issued from Sinn Féin headquarters, with the following results. The total of 761 "outrages" placed to the discredit of the Irish people during those twenty-six days is made up, thus: Three hundred and fourteen, or 41 per cent., are acts of the Irish people taken to prevent an intensification of military rule (the burning of empty police barracks and other strategic posts intended for the use of the army of occupation, the searching of mail-bags for police and military correspondence, and so on), which acts were not accompanied by any injury to the person, any loss of life, or any destruction of private property. A hundred and forty, or eighteen per cent., are acts (threatening letters and proved police outrages) of which the police are themselves believed by the nation to be guilty. A hundred and thirty-nine (of which only sixteen were serious cases) are acts of agrarian agitation arising directly out of British land legislation, which is especially designed to reduce the population of Ireland by creating a landless agricultural class who must emigrate if they are to live. A hundred and thirty-two, or 17 per cent., are ordinary criminal cases without any political significance whatever—mostly trivial cases of small thefts, petty larcenies, and the like. These give a total of 725, or 84 per cent., which are either acts of defence by an oppressed people, or acts of agrarian agitation, the outcome of evil alien land laws, or acts of ordinary criminals left free by the employment of the police upon political aggression. The remaining thirty-six, or 6 per cent., are made up of eighteen cases of action by the Irish Republican Police to suppress the activity of criminals (these cases are returned as "outrages"), and of eighteen cases of the wounding and killing of members of a police force which is driving the people to desperation by incessant aggression of the most violent kind.

"Judicial Statistics, Ireland, 1918," an official Government publication just issued, contains the following information which has not been published broadcast to the world by Dublin Castle. In that year 50 per cent. of the murders in Ireland were committed in Ulster; 40 per cent. of these Ulster murders were committed in Belfast. There were as many murders in Belfast as in the whole province of Leinster or the province of Munster, and twice as many as in the province of Connaught. Ulster's share of all the crime in Ireland was 34 per cent. In 1918, when Ulster predominated so distinctly in the output of crime, that crime was no hindrance to the support by the British Government of the Ulster minority's cause against the national movement in the three provinces which had by far a clearer criminal record than Ulster. In that year of 1918 the Government arrested every prominent Republican in the South of Ireland and deported them without trial. It arrested over a thousand men on political charges. It used its military and police to suppress Nationalist public opinion in Ireland. It broke up the Irish Convention when the Ulster minority's predominance in Ireland was threatened by its findings. To-day, when merciless repression has created violent acts in the previously peaceful parts of Ireland, these acts are advertised as the proof that nothing adequate can be done for the vast majority of the Irish people. Crime when committed in Ulster is no hindrance to British support of the Ulster minority's undemocratic claim. But crime when committed under intense provocation in any other part of Ireland, becomes the reason for righteous British opposition to the democratic claim of the mass of the Irish people.

Writing from Bangkok to the *Daily Mail* Hilda M. Love says:— "John's" shop is no hall of fashion. In its dinginess his assistants machine steadily while the sweat glistens on their brown bodies bared to the waist.

John himself is no Adonis, but he attains to the dignity of a white drill coat and a pair of spectacles, and over the latter he casts oblique eyes round his workroom and the narrow street without, while, between nips of brandy, he renovates a black evening dress, muttering occasional imprecation against the policy of renovations.

His countenance, however, is all cordiality as he welcomes an old patron and invites her into his tiny fitting-room.

"Just a plain morning frock, John," says the Mem. "What patterns have you got?"

She looks admiringly at some *Daily Mail* pages with Miss Bessie. As though she designs that hang on John's wall, and studies the artist's inimitable workmen.

But John is something of an artist himself and knows that the East long ago robbed the Mem of her ability to wear one-piece gowns.

"No, Mem," he says, "me think that tussle one make nice piece dress for Mem." And he points to a *Home Chat* design.

The Mem herself is inclined to agree, but the usual argument as to price must follow.

"How much, John?" she asks.

"What, ten ticks? (Nominally 15s.). Och, awa' wi' ye, man!" says the Scotch tongue. "A plain little dress like that! You'll be making your fortune, John."

"Velly much work in that one piece!" declares John blandly, as he surveys the design, pointing sagely to the tucks.

"Nonsense!" says the Mem, taking up the argument on principle.

At this moment the telephone claims John. A French customer has not received the promised dress. John, using a smattering of English, French, and Siamese, makes profuse excuses, which are apparently coldly received.

But the Chinaman is not greatly disconcerted, for being the only credible dressmaker in the capital, he is in constant demand.

John returns to the waiting Mem and the interrupted argument. Eight ticks (12s.) is the price finally agreed, and the Mem shows John the material she has bought.

Then, being a wily old creature, he departs from the etiquette of his trade and lets her see all the garments he is making for other customers, divining the feminine satisfaction in knowing which of his clients are having their gowns made over or indulging in new frocks.

Standing at the door facing the sun-drenched street, where the natives of a score of Eastern races pass, the Mem gives final emphatic instructions to John as to the day for fitting. But John's sleepy slits of eyes are resting on the waiting car.

"Eighteen hundred, Mem," he says, as the chauffeur gets busy.

"Two thousand, John. Master told you not one tick (1s. 6d.) less for this car."

"Me velly poor man, Mem," grins John. "Mem ask master make nineteen hundred, then can do."

"You wealthy old hypocrite, John," says the Mem, with a laugh she cannot repress, as the car starts. "Don't you forget that fitting!"

MY CHINESE DRESS-MAKER.

Writing from Bangkok to the *Daily Mail* Hilda M. Love says:— "John's" shop is no hall of fashion. In its dinginess his assistants machine steadily while the sweat glistens on their brown bodies bared to the waist.

John himself is no Adonis, but he attains to the dignity of a white drill coat and a pair of spectacles, and over the latter he casts oblique eyes round his workroom and the narrow street without, while, between nips of brandy, he renovates a black evening dress, muttering occasional imprecation against the policy of renovations.

His countenance, however, is all cordiality as he welcomes an old patron and invites her into his tiny fitting-room.

"Just a plain morning frock, John," says the Mem. "What patterns have you got?"

She looks admiringly at some *Daily Mail* pages with Miss Bessie. As though she designs that hang on John's wall, and studies the artist's inimitable workmen.

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"Eighteen hundred, Mem," he says, as the chauffeur gets busy.

"Two thousand, John. Master told you not one tick (1s. 6d.) less for this car."

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NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

JAPAN PORTS.

July 22	J. C. J. L. Tjinkini
24	J. C. J. L. Tjinkini
26	O. S. K. Luzon Maru
28	P. & O. Takada
30	N. Y. K. (D. & Co.) Borneo M.
31	L. C. S. N. Luzon Maru
32	P. & O. Arratoon Apar
34	O. S. K. Luzon Maru
36	M. M. Andre Lebon
38	N. Y. K. Raco Maru
40	P. & O. Raco Maru
42	N. Y. K. Raco Maru
44	P. & O. Raco Maru
46	N. Y. K. Raco Maru
48	P. & O. Raco Maru
50	N. Y. K. Raco Maru
52	P. & O. Raco Maru
54	N. Y. K. Raco Maru
56	P. & O. Raco Maru
58	N. Y. K. Raco Maru
60	P. & O. Raco Maru
62	N. Y. K. Raco Maru
64	P. & O. Raco Maru
66	N. Y. K. Raco Maru
68	P. & O. Raco Maru
70	N. Y. K. Raco Maru
72	P. & O. Raco Maru
74	N. Y. K. Raco Maru
76	P. & O. Raco Maru
78	N. Y. K. Raco Maru
80	P. & O. Raco Maru
82	N. Y. K. Raco Maru
84	P. & O. Raco Maru
86	N. Y. K. Raco Maru
88	P. & O. Raco Maru
90	N. Y. K. Raco Maru
92	P. & O. Raco Maru
94	N. Y. K. Raco Maru
96	P. & O. Raco Maru
98	N. Y. K. Raco Maru
100	P. & O. Raco Maru

AMERICAN PORTS.

VANCOUVER.

July 23	A. L. Wheatland
25	A. L. Wheatland
27	A. L. Wheatland
29	A. L. Wheatland
31	A. L. Wheatland
Aug. 2	A. L. Wheatland
4	A. L. Wheatland
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31	A. L. Wheatland

VICTORIA.

July 23	A. L. Wheatland
25	A. L. Wheatland
27	A. L. Wheatland
29	A. L. Wheatland
31	A. L. Wheatland
Aug. 2	A. L. Wheatland
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31	A. L. Wheatland

SEATTLE.

July 23	A. L. Wheatland
25	A. L. Wheatland
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29	A. L. Wheatland
31	A. L. Wheatland
Aug. 2	A. L. Wheatland
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TACOMA.

July 23	A. L. Wheatland
25	A. L. Wheatland
27	A. L. Wheatland
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31	A. L. Wheatland
Aug. 2	A. L. Wheatland
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31	A. L. Wheatland

PORTLAND.

July 23	A. L. Wheatland
25	A. L. Wheatland
27	A. L. Wheatland
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31	A. L. Wheatland
Aug. 2	A. L. Wheatland
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24	A. L. Wheatland
26	A. L. Wheatland
28	A. L. Wheatland
30	A. L. Wheatland
31	A. L. Wheatland

SAN FRANCISCO.

July 22	C. M. S. China
24	S. & D. Colorado Spring
26	A. L. Elton
28	D. L. West Cadron
30	F. M. S. Venetia
31	C. M. S. Nanking
Aug. 2	C. M. S. Nanking
4	C. M. S. Nanking
6	C. M. S. Nanking
8	C. M. S. Nanking
10	C. M. S. Nanking
12	C. M. S. Nanking
14	C. M. S. Nanking
16	C. M. S. Nanking
18	C. M. S. Nanking
20	C. M. S. Nanking
22	C. M. S. Nanking
24	C. M. S. Nanking
26	C. M. S. Nanking
28	C. M. S. Nanking
30	C. M. S. Nanking
31	C. M. S. Nanking

LOS ANGELES.

Aug. 3	L. A. P. N. West Montop
5	L. A. P. N. West Hika
7	L. A. P. N. Vinita
9	L. A. P. N. West Hinton

VALPARAISO.

Sept. 8	T. K. K. Anyo Maru
10	T. K. K. Anyo Maru
12	T. K. K. Anyo Maru
14	T. K. K. Anyo Maru
16	T. K. K. Anyo Maru
18	T. K. K. Anyo Maru
20	T. K. K. Anyo Maru
22	T. K. K. Anyo Maru
24	T. K. K. Anyo Maru
26	T. K. K. Anyo Maru
28	T. K. K. Anyo Maru
30	T. K. K. Anyo Maru
31	T. K. K. Anyo Maru

NEW YORK.

July 22	O. S. K. Altai Maru
24	D. & Co. Lowther Castle
26	D. & Co. Lowther Castle
28	D. & Co. Lowther Castle
30	D. & Co. Lowther Castle
31	D. & Co. Lowther Castle
Aug. 2	D. & Co. Lowther Castle
4	D. & Co. Lowther Castle
6	D. & Co. Lowther Castle
8	D. & Co. Lowther Castle
10	D. & Co. Lowther Castle
12	D. & Co. Lowther Castle
14	D. & Co. Lowther Castle
16	D. & Co. Lowther Castle
18	D. & Co. Lowther Castle
20	D. & Co. Lowther Castle
22	D. & Co. Lowther Castle
24	D. & Co. Lowther Castle
26	D. & Co. Lowther Castle
28	D. & Co. Lowther Castle
30	D. & Co. Lowther Castle
31	D. & Co. Lowther Castle

BOSTON.

July 22	B. L. City of Oran
24	B. L. City of Oran
26	B. L. City of Oran
28	B. L. City of Oran
30	B. L. City of Oran
31	B. L. City of Oran
Aug. 2	B. L. City of Oran
4	B. L. City of Oran
6	B. L. City of Oran
8	B. L. City of Oran
10	B. L. City of Oran
12	B. L. City of Oran
14	B. L. City of Oran
16	B. L. City of Oran
18	B. L. City of Oran
20	B. L. City of Oran
22	B. L. City of Oran
24	B. L. City of Oran
26	B. L. City of Oran
28	B. L. City of Oran
30	B. L. City of Oran
31	B. L. City of Oran

Take a "WALLA-WALLA" BOAT
to your ship. Phone No. 2512.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Aug. 8	L. T. (D. & Co.) Pisma
10	L. T. (D. & Co.) Pisma
12	L. T. (D. & Co.) Pisma
14	L. T. (D. & Co.) Pisma
16	L. T. (D. & Co.) Pisma
18	L. T. (D. & Co.) Pisma
20	L. T. (D. & Co.) Pisma
22	L. T. (D. & Co.) Pisma
24	L. T. (D. & Co.) Pisma
26	L. T. (D. & Co.) Pisma
28	L. T. (D. & Co.) Pisma
30	L. T. (D. & Co.) Pisma
31	L. T. (D. & Co.) Pisma

GENOA.

July 22	B. F. Demodocus
24	B. F. Demodocus
26	B. F. Demodocus
28	B. F. Demodocus
30	B. F. Demodocus
31	B. F. Demodocus
Aug. 2	B. F. Demodocus
4	B. F. Demodocus
6	B. F. Demodocus
8	B. F. Demodocus
10	B. F. Demodocus
12	B. F. Demodocus
14	B. F. Demodocus
16	B. F. Demodocus
18	B. F. Demodocus
20	B. F. Demodocus
22	B. F. Demodocus
24	B. F. Demodocus
26	B. F. Demodocus
28	B. F. Demodocus
30	B. F. Demodocus
31	B. F. Demodocus

MARSEILLES.

July 23	N. Y. K. Awa Maru
25	N. Y. K. Awa Maru
27	N. Y. K. Awa Maru
29	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru
Aug. 2	N. Y. K. Awa Maru
4	N. Y. K. Awa Maru
6	N. Y. K. Awa Maru
8	N. Y. K. Awa Maru
10	N. Y. K. Awa Maru
12	N. Y. K. Awa Maru
14	N. Y. K. Awa Maru
16	N. Y. K. Awa Maru
18	N. Y. K. Awa Maru
20	N. Y. K. Awa Maru
22	N. Y. K. Awa Maru
24	N. Y. K. Awa Maru
26	N. Y. K. Awa Maru
28	N. Y. K. Awa Maru
30	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru

LONDON.

July 23	B. F. Pyrites
25	B. F. Pyrites
27	B. F. Pyrites
29	B. F. Pyrites
31	B. F. Pyrites
Aug. 2	B. F. Pyrites
4	B. F. Pyrites
6	B. F. Pyrites
8	B. F. Pyrites
10	B. F. Pyrites
12	B. F. Pyrites
14	B. F. Pyrites
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18	B. F. Pyrites
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22	B. F. Pyrites
24	B. F. Pyrites
26	B. F. Pyrites
28	B. F. Pyrites
30	B. F. Pyrites
31	B. F. Pyrites

HAVRE.

July 23	P. & O. Labor
25	P. & O. Labor
27	P. & O. Labor
29	P. & O. Labor
31	P. & O. Labor
Aug. 2	P. & O. Labor
4	P. & O. Labor
6	P. & O. Labor
8	P. & O. Labor
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16	P. & O. Labor
18	P. & O. Labor
20	P. & O. Labor
22	P. & O. Labor
24	P. & O. Labor
26	P. & O. Labor
28	P. & O. Labor
30	P. & O. Labor
31	P. & O. Labor

LIVERPOOL.

July 23	N. Y. K. Awa Maru
25	N. Y. K. Awa Maru
27	N. Y. K. Awa Maru
29	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru
Aug. 2	N. Y. K. Awa Maru
4	N. Y. K. Awa Maru
6	N. Y. K. Awa Maru
8	N. Y. K. Awa Maru
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26	N. Y. K. Awa Maru
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30	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru

ANTWERP.

July 23	N. Y. K. Awa Maru
25	N. Y. K. Awa Maru
27	N. Y. K. Awa Maru
29	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru
Aug. 2	N. Y. K. Awa Maru
4	N. Y. K. Awa Maru
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28	N. Y. K. Awa Maru
30	N. Y. K. Awa Maru
31	N. Y. K. Awa Maru

ROTTERDAM.

July 24	A. L. West Hassayampa
26	A. L. West Hassayampa
28	A. L. West Hassayampa
30	A. L. West Hassayampa
31	A. L. West Hassayampa
Aug. 2	A. L. West Hassayampa
4	A. L. West Hassayampa
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26	A. L. West Hassayampa
28	A. L. West Hassayampa
30	A. L. West Hassayampa
31	A. L. West Hassayampa

EXCHANGE.

Hongkong, July 21, 1920.	
On London	3/4
Bank Wire	3/4
On demand	3/4
20 days sight	3/4
3 months sight	3/4
6 months sight	3/4
Credit 4 months sight	3/4
Documentary 4 months sight	3/4
On Paris	920
On demand	920
Credit 4 months sight	920
On New York	100
On demand	100
Credit 60 days sight	738
On Bombay	100
On demand	100
Credit 60 days sight	100
On Shanghai	100
On demand	100
Credit 60 days sight	100
On Yokohama	100
On demand	100
Credit 60 days sight	100
On Hongkong	100
On demand	100
Credit 60 days sight	100
On London	100
On demand	100
Credit 60 days sight	100
On Paris	

